

THE MAGAZINE DESIGNED FOR ALL RAILROAD HOBBYISTS

THE AUSTRALASIAN MODEL RAILROAD MAGAZINE



Incorporating "THE BOOSTER"

Price 2/6

Single Copy

FEBRUARY/MARCH 1964

10/- p.a. to Members of N.M.R.A.

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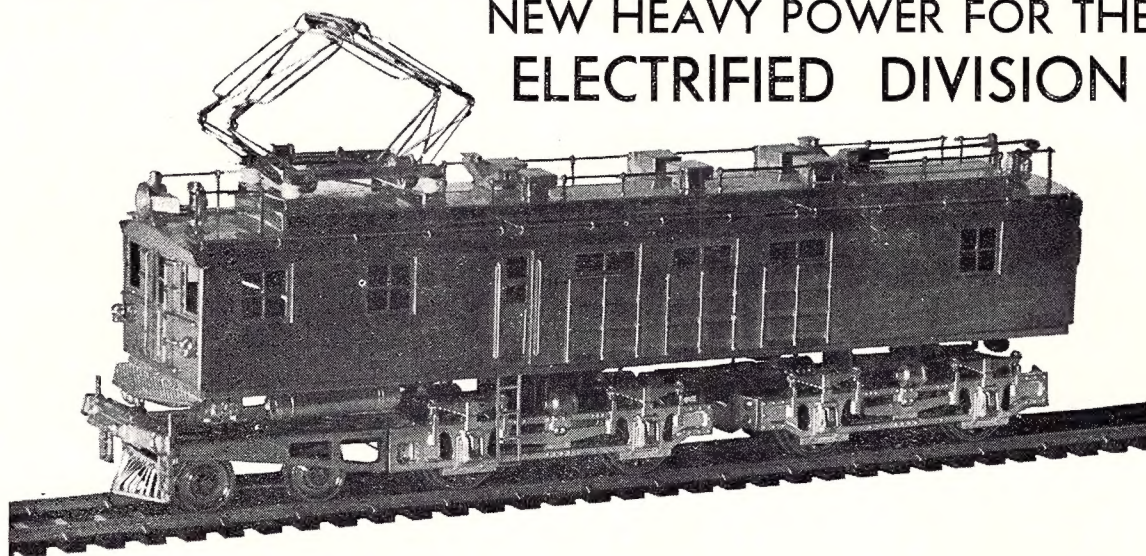


IN THIS ISSUE ...

Registered at the G.P.O. Sydney for
transmission by post as a periodical

NEW ZEALAND LOCOMOTIVES
COMMONWEALTH RAILWAYS GOODS WAGON PLAN
ENLARGED CLUB CAR SECTION

NEW HEAVY POWER FOR THE ELECTRIFIED DIVISION



The massive Milwaukee Road Class EF-1 Motor by Kumata. Fully detailed and powered on all eight drivers. 2-rail or overhead collection. Ready for the paint shop. Price, £27.

Other News from "THE DOCKYARD" . . .

From K's come two very handy tender drive units for "Kitmaster" "Duchess", "Battle of Britain" and "Schools" locomotive models. These complete mechanisms are powered and ready for installation. One having 7'6" wheelbase to suit the former and the other, 6'6" wheelbase to suit the latter two models. Price being £3/17/6 either type. Doubtless, these mechs. would also be useful for many other applications, particularly where low clearance is a factor... Although Tenshodo have long offered the best range of reasonably priced trucks in HO, recently the factory released some specially fine brass M.C.B. type roller bearing, pedestal passenger trucks. These are sprung, very finely detailed and represent excellent value for quality at 24/- per pair... Tenshodo have also delivered more of the ever popular 0-6-0 Baldwin Tank, whilst other repeat loco. stocks include more of the Kumata HON3 0-4-0 Plantation—the most economical power for anyone spiking to 3' gauge...

Providing a final opportunity for those who missed out on initial stocks, Kumata are presently delivering the final batch of N. & W. Class "M" 4-8-0 Locomotive at £27. Following good reviews in both MODEL RAILROADER and RAILROAD MODEL CRAFTSMAN, few of these models are not already pre-sold at this address or in the hands of our Agents.

However, those seeking the Class "M" outside Melbourne might try their luck at Bridgland's, Titcher's, Hobbyco or Austral Modelcraft...

Also to hand are the new 2-4-4 Forney Tank and Rail Auto & Trailer (Yes! Actually motorised and still only 58/6 complete!). The unique 0-4-4-OT. Mallet being expected to arrive shortly...

"United" have recently delivered the Heisler Geared Locomotive, followed by the Sierra RR. 2-6-6-2. The plant

will deliver Santa Fe 2-8-0 and 4-8-4 models about the time this appears in print and those wanting these models should immediately contact ourselves, Bridgland's, Hobbyco or Austral Modelcraft...

Nickel Silver Double Slips, in both No. 4 and No. 6 angles, have recently been added to the excellent Shinohara range. Stocks are to hand in our latest shipment and the price is 75/- each, either angle...

For those keen to superdetail their motive power, "Dockyard" are stocking the full Cal-Scale range. Two thirds of the entire range is already on hand and the balance will follow shortly...

Central Valley have recently supplied their excellent Old Time Caboose Kit at 59/6. Their peerless range of Trucks etc. also being joined by the Truss Rod Kit, K-26 at 6/- per set. With the increasing interest in steam recordings, amongst the best offering for location and clarity are those discs by Mobile Fidelity and O. Winston Link. Just clearing from the former come the following: MF 4, Highball; MF 5, Remember When; MF 6, Whistling through Dixie; MF 7, Interurban Memories; MF 8, Railroadng Under Thundering Skies; MF 9, Sunday Only; MF 10, Ghost Train. O. Winston Link discs coming to hand are: Vol. 1, Sounds of Steam Railroadng; Vol. 2, The Fading Giant; Vol. 3, Thunder on Blue Ridge (also available in stereo); Vol. 4, 2nd. Pigeon and the Mockingbird. Also included in the shipment from Mobile is a special combined book and record: Twilight of Steam Locomotives...

The new N.S.W.G.R. "C.38" Pacific Locomotives have been well received in America as well as in this country and Sydneysiders should note that Searle's now hold stock of this model.

For Australia's Largest Model Railway Range! . . .

The MODEL DOCKYARD Pty. Ltd.

IMPORTERS, AGENTS, WHOLESALE & RETAILERS

216-218 SWANSTON STREET, MELBOURNE C.1.

32 3505

SYDNEY MODEL RAILROAD SUPPLIES

4 REES AVENUE, BELMORE, N.S.W.

'PHONE: 78 6645

present

CAMPBELLS SCALE MODELS:

No. 303	Curved Trestle	£2	8	4
" 304	Curved Trestle	3	3	4
" 301	Ballasted Deck Pile Trestle	1	9	3
" 302	Open Deck Pile Trestle ...	1	9	3
" 751	Timber Trestle	2	18	6
" 761	Deck Timber Bridge	2	11	9
" 762	Through Timber Bridge ...	2	11	9
" 351	Timber Tunnel Portal	1	9	3
" 352	Mine Head Frame	3	3	4
" 201	Early Day Flat Car	2	15	0
" 202	Early Day Gondola	2	16	0
" 781	Cattle Loading Pen	1	1	3
" 799	Narrow Gauge Ties with Template, 100 for	1	6	6
" 797	Ties for Turnouts with Tem- plate, 250 for	1	6	6
" 796	Standard Ties with Tem- plate, 1000 for	1	6	6

Campbells Catalogue 9 pence each.

VALIANT MODELS (Lost Wax Castings):

Double Check Valve	5/9
Power Reverse (Large)	10/6
Standard Air Pump	12/-
Standard Generator	7/3
Power Reverse (Small)	10/6
Coal Pusher Standard	10/6
Headlight Sunbeam	9/11
Headlight Pile	9/11
Headlight Pile W/visor	9/11
Small Generator	7/3
Headlight Bracket	5/9
Mechanical Lubricator	5/9
Number Boards	11/-
Whistle (two types)	each 5/9
Single Check Valve	5/9
Tender Hatch	11/6
Metric Screws (available in 1.0, 1.4 and 2mm. sizes, suitable lengths from 2 to 6mm). Price, per packet	6/-

AMBROID:

Ambroid Open Clerestory passenger Car, 3 in 1 kits	£8	17	6
Ambroid Boston & Maine Snow Plow Kits	2	13	0
Ambroid Jet Pack for Spray Painting	2	5	0

ATLAS PRODUCTS:

No. 81	3" Bridge Piers	each	3/6
" 82	Warren Bridge Kit		19/11
" 700	Trackside Buildings (Set of 5)		66/6
" 701	Elevated Yard Tower		11/6
" 702	Trackside Shanty		11/6
" 703	Water Tower		16/6
" 704	Signal Tower		19/6
" 705	Telephone Shanty		7/9
" 706	Passenger Station		32/9
" 750	Lumber Yard & Building		28/3
" 760	Roadside Restaurant		49/9
" 775	Telephone Poles (1 dozen)...		7/9
" 801	Illuminated Telephone Lamps 3 for		19/11
" 802	Illum. gas Lamps, 3 for		17/11
" 803	Illum. Boulevard Lamps, 3 for		7/11
" 804	Illum. Station Lamps, 3 for		17/11
" 805	Illum. Goose Neck Lamps, 3 for		19/11
" 806	Illum. Highway Lamps, 3 for		19/11
" 807	Ill. Fluorescent Lamps, 3 for		19/11

HIGH QUALITY BRASS MODELS:

Penn or Great Northern Box Cab Electric Locos.	£33	15	0
Northern Pacific 2-8-2 Mikado	33	15	0
Canadian Pacific 4-6-2 Pacific	29	10	0
Canadian National 2-6-0 Mogul	19	15	0
Southern Pacific 4-8-2 Mountain MT-3 or MT-4	46	10	0
Santa Fe. 2-8-2 Mikado	33	15	0
Georgia Pacific 2-8-2 logging loco.	33	15	0
N.Y.C. 4-4-0 Painted ready to run	14	10	0
Swiss National Railways Electric Loco. Painted R. to R.	32	15	0

DEALERS ONLY! A.M.T. Customising Car Kits in 1/24 scale are now being imported and wholesaled by this firm. These kits are regarded as the finest of their type in the U.S.A. Enquiries will be welcomed.

ARTEX Plaster as used in John Wheeler's articles on how to make scenery. Available in 5 and 10lb bags price 1/4 per lb.

NORTH SHORE HOBBY CENTRE

Now at Pymble

POST OFFICE ST., 30 secs. from station
Half hour parking.

Sorry no 'phone yet, but try B073 in case of early connection.

The retail facilities of the North Shore Hobby Centre, formerly at Mt. Colah, and my workshop will be combined at the new premises, under the sole ownership of Ralph Thomas.

There were quite a few "discoveries" when taking stock for the changeover, and these will be reduced for clearance. The trade-in service will most definitely be continued, and indeed encouraged, and for those not wishing to dispose of a favourite model, all types of conversion will be available. Every assistance will be shown to those caught up in the hotch potch of mixed standards offered here, and naturally N.M.R.A. Standards will be adhered to for preference. Every effort will be made to make available material and merchandise that bears some resemblance to the Australian scene. Lists will be prepared around early June prior to end of financial year stocktaking, so send S.A.E. for these specials.

Mail orders and country repairs will receive equal attention to counter business, but there will not be ridiculous donations of free postage at the penalty of overall trading.

ATHEARN trucks in old packs (Bettendorf)	13/6	SENTINEL range for super detailing. Marker lights and bells.	
LILIPUT freight rolling stock from	4/6	FARISH not much left. Very rough, and coarse wheels.	
NEW ONE, one Mountain overhauled, unpainted, R. to R. blackened frames	205/-	NAMEPLATES etc. to order and some decals. Decals will be a feature as stocks come to hand. Let us know your wishes.	
DUBLO, one 3R 0-6-2T, two 2R, one with Tri-ang couplers overhauled, unpainted, blackened frames, R. to R., ea.	63/-	EXTENSIVE range of parts for repairs to all brands.	
LIMA passenger cars. Too short for scale length, but reasonably accurate. Nucro wheels fitted if required	16/-	V-200 in Marklin and Fleischmann. Both used but over-hauled	105/-
MERTEN figures, safely packaged as you know, from	8/6	LILIPUT MOGUL around May. This will be a beauty for the U.K. enthusiast and all wheels and rod work will be checked before sale. We are well aware of the trouble this brand has given in motion work.	
AKANE 4-6-0 painted, workshop tested	220/-	AIRFIX X2F type couplers, easy to fit to Dublo etc. 24 for	5/6
DUBLO 0-6-OT. These are useful chassis and we will allow on the superstructure if you are intending to build your own. One-start worms for genuine scale speed range	65/-	CABLE by the yard for base board hook-ups.	
DUBLO "Fleece" used but very clean, workshop tested 2R	90/-	FLEXIBLE couplings for tender drive. Rubber 6d. Metal	2/9
DUBLO Co-Bo shop soiled but new, workshop tested 2R	110/-	FULL TRI-ANG range. Many with needle bearing journals.	
DUBLO Bo-Bo shop soiled but new, workshop tested 2R	88/6	NUCRO wheels, full range. Per pair	1/9
KIBRI range, and new stocks around May. Shell & Esso drums, 44 gallons, from	5/-	FINE hard drawn wire in white and brass, also grab iron supports.	
MILWAUKEE & N.S. LINES, brass, electric loco., unpainted, workshop tested, R. to R.	190/-	SCRIBED wood in most types. Corrugated iron.	
LILIPUT Boston & Maine with detail, and crew	140/-	MECCANO parts to make easy the motorising of turntables etc.	
LILIPUT Wagons Lits wood sided passenger cars may be reserved for May delivery. Scale wheels if required	43/-	B.A. screws, nuts and washers. Also hex and shouldered screws.	
BRASS DIESEL. Only four screws and shake the box. Incredible magnet and sprocket drive	98/-	TRACTION tyres fitted to light models (Brush and E.M.2 for example).	
RIVAROSSO C.R.R. of N.J. goats. One used	62/6	FLEISCHMANN track, slightly used, per piece	2/-
CROWN ROLLING STOCK. Full range from	15/6	MARKLIN track, stud & third, slightly used, per piece	1/6
MARKLIN LOCOS. Also as 2R, D.C., N.M.R.A. flanges, from	45/-	DUBLO track, 2R & 3R, slightly used, per piece	1/9
REVELL KITS. Many clip together quite firmly, from	14/6	TENSHODO track, wood base, new, per piece	5/-
BRITAIN'S TREES	6/-	TRI-ANG track, reasonable & new, from	1/-
STREAMLINE in yard lengths. Highly recommended	10/6	GAUGE O tin-plate equipment for starters on the carpet.	
PECO track rubbers, wheels, bearing cups, etc., etc., etc.		ATHEARN in shake the box kit form, from	20/-
FLEISCHMANN couplers	ea. 1/9	TYCO range to haul Crown rolling stock, kits as well.	
ROUNDHOUSE freight cars, diecast	31/-	COUPLER exchange service for all types.	
BALLAST in bags	1/6	CORK for underlay and foam plastic to suit ties.	
CHIP board track base, 2½" wide prepared to your radius.			
ARTEX, plaster, lime, etc. for scenic work.			
MERIT lineside models, from	2/9		
POWER PACKS converted to offer pulse power.			
TRANSFORMER repairs and specials made up.			
H. & M. variable resistances for toning down over responsive locos, such as Rivarossi.			

CORRESPONDENCE AND DISCUSSION WILL BE WELCOMED SO THAT WE ARE ABLE TO ARRANGE THE MOST POPULAR STOCKS FOR ALL.

THE AUSTRALASIAN MODEL RAILROAD MAGAZINE

Vol. 1, No. 6, Feb.-Mar., 1964.

Incorporating **THE BOOSTER**

THE OFFICIAL JOURNAL OF THE SOUTHERN CROSS REGION OF N.M.R.A.

AUSTRALIA'S LEADING MODEL RAILROAD MAGAZINE

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SUBSCRIPTION BY MAIL: 15/- Australia & N.Z., U.S.A. \$2, U.K. & Europe 15/- stg., per annum. Make Cheques etc. payable to S.C.R. Publications, Earlwood, N.S.W.

CONTRIBUTIONS: Articles, drawings, and photographs are welcome. Accepted material is subject to whatever changes are necessary by the Editor to meet the requirements of this publication. The contents of this magazine must not be reprinted without written permission of the publishers.

PRODUCED for S.C.R. Publications by PHOTO DIGEST PTY. LTD., 483 Riley St., Surry Hills, N.S.W. 'Phone: 69-6880.

PUBLISHED by S.C.R. PUBLICATIONS, 189 Homer St., Earlwood, Sydney, N.S.W.

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OFFICE: 55-6886.

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SUBSCRIPTION MANAGER: TERENCE M. CARPENTER.

PRINTED by Publicity Press Limited, 29-31 Meagher St., Chippendale, N.S.W.

MEET YOUR DEALER



KEN BOWEN AND BERT DOWMAN

The Roundhouse of Hornsby, New South Wales, is a venture of the experienced modellers, Ken Bowen and Bert Dowman.

Both have been interested in modelling in O gauge since before the war and as they are themselves modellers feel that in entering the commercial field of the hobby they are able to understand the problems of modellers both old and young and wish to make "The Roundhouse" a haven for the enthusiast in railway modelling.

Ken and Bert are both professional artists and this work is combined with the hobby centre. In the past the New South Wales Government Railways has commissioned Ken to paint several of their model trains which are seen at the department's exhibit at the Royal Easter Show. The home layout boasts a fine collection of scratch built and imported locomotives and cars. Ken is a former President of the Sydney Model Railway Society.

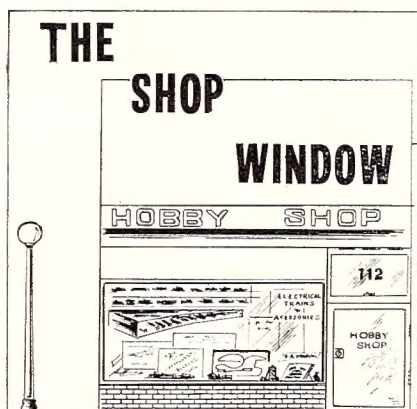
In the store there is a working model railway on display and this is often used by the proprietors to demonstrate the running capabilities of locomotives and rolling stock from their shelves. Ken and Bert welcome any modellers who wish to drop in any time during business hours to inspect stock or just have a "railway" yarn.

A REMINDER

N.M.R.A. members and subscribers of this magazine are advised to check their membership cards or subscription receipts and to renew their subscriptions so as to ensure continuity of delivery of the AMRM.

On the Cover:

A prototype New Zealand railway scene helps to illustrate one of this issue's articles on the development of the North Line. The locomotive is one of the JA class which are the last steam locomotives that have been built for New Zealand Railways.



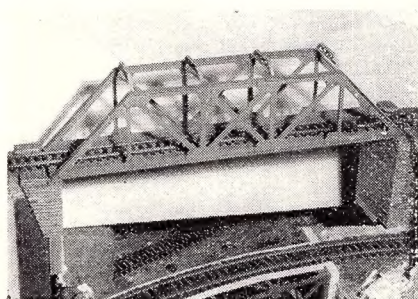
Girder Bridge Kit

Airfix Products Ltd., London, England.
 Australian Agents:
 Harris & White Pty. Ltd.,
 20 Hutchinson St., Surry Hills, N.S.W.
 Price: 7/9.

Typical of all Airfix products this HO/OO kit is a combination of value and flexibility, and should find itself on most layouts.

There are some 30 plastic parts moulded in a grey colour. Overall scale dimensions are 94'6" long, 20' wide and 24' high. Whilst the height clearance is a scale 3' lower than NMRA standards, the width is satisfactory.

Apart from 5-10 minutes taken to carefully clean off the flashing, assembly of the kit took only 30 minutes. Also included are attachment pieces which allows the bridge to be lengthened by buying additional kits.



Layouts utilising an overhead pantograph system may strike some clearance problems and deletion of the top bracing struts is suggested by the manufacturer.

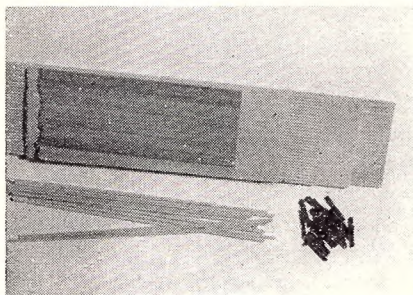
"Weathering" the kit will produce a really nice model and the imaginative modellers will undoubtedly try inverting the deck sections to produce an "under-slung" girder bridge.

Timber Shapes and Sleepers

Manufacturer: Austral Modelcraft,
 101 Laura St., Tarragindi, Brisbane.
 Price: Timber panels 12" x 3" — 2/- each.
 Sleepers 17/6 per 1000.

This range of timber products is of Australian production and is a godsend to the scratch builder. Quality-wise the samples submitted are as good as most overseas products and, of course, considerably cheaper.

Although the range is being added to from time to time at present I have for review scribed planking in 3", 6" and I believe 12 inch width boards. Corrugated super 6 fibro sheeting, weather-board in 6 inch wide boards and capped siding, this is with the capping on 12 inch centres. All are 1/16 inch thick. Timber being used is pine and is reasonably easy to cut with a sharp blade.



The sleepers are of 8" x 6" section and are available in 6' 6" for HO/N3 fans or 8' 6" for HO fans. They are accurately cut on the 6 inch depth to minimise sanding, the 8 inch section varies slightly, which does not matter a great deal. They are in pine and take stain and spikes well.

These are all good products, well made and are available throughout hobby shops in Australia.

Atlas Passenger Station

Manufacturer: Atlas Tool Co. U.S.A.
 Price: 32/6.

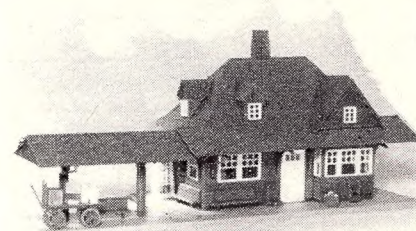
Well this is the first of this manufacturer's product we have had the pleasure of reviewing, and we hope it is not the last.

The sample provided by Sydney Model Railroad Supplies is a beautiful piece of work, as are most plastic products these

days. The prototype is of a very common type of station found in the USA during the 1900-1930 period.

There are 100 pieces all well detailed and of very slim correct proportions. All parts are on sprues and are numbered with a very explicit instruction sheet, well detailed, which, if followed, will produce a very fine model.

Care needs to be taken in detaching the many items from the sprues as they are very fine and slender and can break easily.



Although the parts are precoloured in suitable shades we recommend that you paint all parts before assembly. Then weather the finished product and the difference in appearance will amaze you.

Use a polystyrene cement to fix all parts. Use on the inside where possible to avoid marking the surface of the model. It's a good two or three evenings job by the time you clean off the flash and let various sections dry in between operations. Finished model measures 41'0" long x 29'9" wide over platform, and 24'6" high. The extension to the platform is 23'3" long x 15'0" wide and can be fitted either end or on the other side of track.

The concrete platform has the usual share of cracks and on the loading side

BEXLEY NORTH HOBBY CENTRE

14 SARSFIELD CIRCUIT, BEXLEY NORTH, N.S.W. 50-0468

WILLS FINE CAST LOCO KITS:

These are body kits only. Designed for Tri-ang & Hornby chassis e.g. LNER Pacific A2 fits Britannia £7/16/6, GWRUI fits Hornby 0.6.0 £3/2/9. Write for List.



Yes, we have Sentinel Points. Also a full range of Sentinel Products. Send for List. Peco Streamline Track. Peco and Nucro Wheels.

Many other items of interest.

FULL RANGE OF TRI-ANG T.T.

3ft. Length Tri-ang Track 9/11
 3ft. Length Gem Track 9/6
 Gem T.T. Points 15", 24", 36" Radius Crossings and Y Points.

A number of Kibri, Faller, Hoffman Buildings are suitable for T.T.



Crown, H.O. Rolling Stock, Caboose and Freight Cars at 18/6 and 15/6 can't be beaten. Shinohara Track and Points. Three Way Switch, Double Slip, Crossings and Crossovers.

Mail Orders

S.A.E. Please

Golding Model Supplies

16 BORONIA ST., BELFIELD, N.S.W. 642-2414

has the edges chipped from constant buffeting from trucks and cars. Accessories include scales, luggage cart, seats and luggage as seen in photo. A good model, not too big for the average layout.

0-4-0 HOn3 Mudhen Locomotive

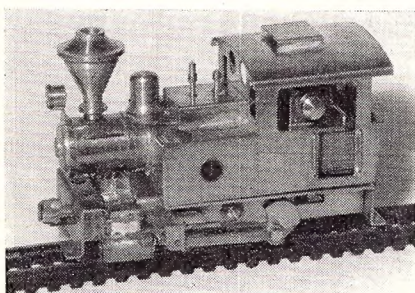
Manufacturer: KTM, Japan.

Price: £4/18/6 ea. in kit form.

This little loco is an all brass import from Japan. The particular sample tested is by KTM, although other brands are available. This review applies to the KTM brand only.

The loco is of all brass construction, the kit is nothing but a screw driver assembly as the kit is in only three parts, superstructure, motor and under-frame with wheels, cylinder block and side rods mounted.

The model is available in either HO or HOn3, the sample photographed is the outside framed 3'0" gauge HOn3 model. For those not familiar with narrow gauge we offer the following comment. This gauge is 3'0" wide in prototype but body work, rolling stock, etc., is in HO 3.5 mm. scale. The track width is .413 inch, between rails as against .650 inch for HO.



The outside frame means that the wheels are between the loco's main frame member with the side and main rods externally mounted in conjunction with counter balanced eccentrics on the ends of the axles.

There is not much detail on this little loco, but this is to be expected at the price and anyway, there are plenty of castings available from hobby shops for those who want to titivate.

The running ability of this little "four spot" is quite good, there is a little room for extra weight in the body which would improve the traction. The test model was coupled offset to HO freight cars, weighed to 4oz. and 2½oz. for tank cars.

	Starting	Max.
Running without load	5 volt	14% plus
1 Box Car	5 volt	10%
2 Box 1 Tank	6½ volt	3.5%
4 Box 1 Tank	9 volt	1%

Maximum current with drivers slipping 0.6 amps.

Dimensions:

O/all Length: 20'0".

O/all Height at cab: 12'2".

O/all Cab Width: 8'9".

Width at Cylinder Block: 9'2".

Height over stack: 13'10".

Wheel base: 5'9" (40" drivers).

Kit is supplied with dummy knuckle couplers, choice of balloon or tapered

stack. Wheels brass, unplated, insulated one side. All dimensions are to N.M.R.A. Standards and Recommended Practices.

Long Play Locomotive Recording

Produced by: J. Powe, P.O. Box 95, Rydalmere, N.S.W.

Price: £1 per mail order; post free from above.

Well, you steam lovers, here's fourteen minutes of full throated steam power at its best. Basically this recording covers the finer moments of the "500" series of the South Australian Railways plus some very good suburban running in the Adelaide hills.



This is a first class recording including hard up hill climbs where steam gives its best. This includes a nice amount of wheel slips on starting. There is one delightful spine tingling section covering the shunting of old rusting locomotives in Adelaide. The unbelievable anguish of rusted joints and the hissing of compressed air from cylinder blocks make for a delightful record of a locomotive graveyard just like having a peek in the locos world beyond.

The same company has produced a black and white film on the same subject. I hope we can shortly review this also.

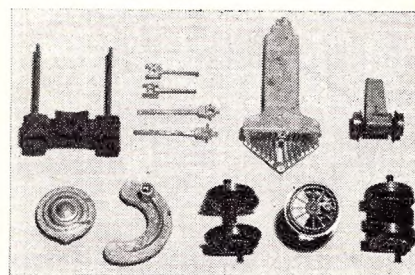
This recording is well worth the money, so sit down now and rattle off a note plus one pound to Jim Powe. You won't be disappointed.

Kemtron Lostwax Castings

Manufacturer: Kemtron Products Co., U.S.A.

Price: Various — refer to retailer.

This company produces a forty-eight page catalogue plus many addendum sheets of a wide range of brass lostwax castings, etched brass components and complete locomotives and accessories. There must be thousands of the parts in their range to enable even the most fastidious modeller to super detail or



build any loco or piece of rolling stock he cares to.

The small section of their range includes drivers with and without flanges and gears, worm gear, boiler front, cylinder blocks of many designs, front pilot, main rods and crossheads to name but a few. Suggest you write to our advertisers who list Kemtron for a catalogue. Refer to Shop Detective in past issues for names and addresses.

"PECO" BOOKS

PROVIDE GOOD,
WELL-ILLUSTRATED
READING

For Trade and General Enquiries—
AUSTRALIAN MODEL CRAFT CO.,
Box 118, P.O., Albury, N.S.W.

Sixty Plans for Small Railways	4/-
Plans for Larger Layouts	4/-
Starting in Scale OO	4/-
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* * *

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* * *

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Editorial...

Are you interested in coloured or black and white 35 millimetre transparencies? Over the years many readers must have accumulated numbers of prototype railway scenes which would be of interest to other readers.

The Editor, for instance, is keen on photographing railway signal boxes and would like to obtain shots of these lineside structures in any of the other parts of Australia and New Zealand as well as New South Wales.

He would like to borrow these transparencies in order to have copies made for his personal collection. This scheme may interest readers of the magazine.

Should this idea catch on perhaps some modeller or prototype fan might like to help us establish a list of available slides that are held by readers.

Enthusiasm for this project would enable many of us to obtain wanted pictures of other places without the necessity of travelling there to obtain them.

Correspondence on this subject is invited.

Whilst dealing with this matter articles on photographing prototype and model railway subjects would be welcome for these pages. Amongst readers there must be many keen photographers who could pass on useful information to other modellers.

Because of inexperience, many amateurs fail to achieve the desired result, and would appreciate some helpful hints.

At a recent meeting the Sydney Model Railway Society decided to adopt this magazine as its official publication for the dissemination of news of the Society's activities. Henceforth each member will receive a regular copy of the paper and is free to contribute notes and news to the space reserved for the Society. Other associations are invited to consider using these pages for their club news.

New Books by Kalmbach:

	Models	
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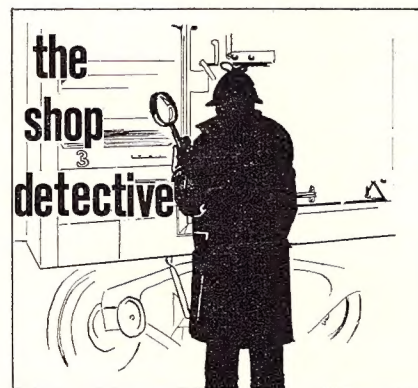
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TRACTION PUBLICATIONS

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This column is being written in Melbourne after a circuit of hobby shops in this fair city, plus a very interesting call on Bill Gardner in Albury on the way down.

One thing that impresses me is the increasing number of Australian manufactured items appearing on the local scene. Next month I hope to review six such new products which are available to the Australian modeller.

However, these people can only keep going if you, the railway modeller, supports them by buying these goods. In this way you will encourage them to increase their range, so remember the slogan "Buy Australian".

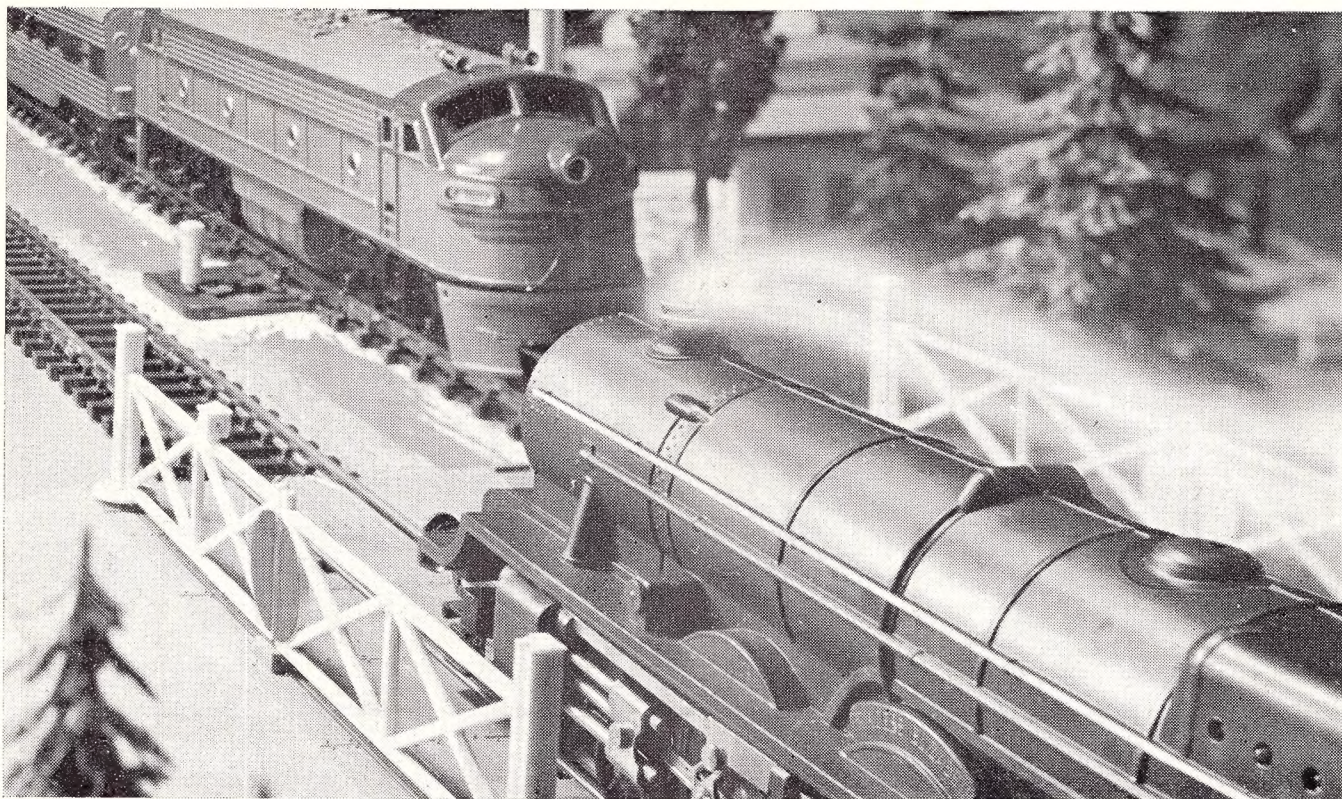
From Brisbane we have scenic material and timber shapes plus, I hear, rolling stock kits — send samples Clive if you have any — Melbourne has transistor throttles, tunnel portals, goods sheds, track laying spikes and rail joiners — Adelaide freight car kits mainly in Australian prototype — haven't seen these yet. Bill Cole promised a kit for review, so here's hoping. Canberra in turning out a range of very good publications covering all phases of the local prototype scene. Albury, castings and accessories.

I've no doubt there are others. If you know of any tell them to send us samples and details so that we can include them in Shop Window. Remember most of these fellows are starting out and perhaps can't afford to advertise, so this is our way of helping the hobby progress. How about you doing your part!

Whilst in Model Dockyard had a drool over the latest imports from Japan. Remember they were published a couple of issues ago? There's the 0-4-4-0 Mallet, the 2-4-4 Forney, both mighty nice little models, well detailed and cheap at £9-10-0, and £8-10-0, fitted with X2F type couplers too. I believe the 2-4-4 at least will be available in the future in HO_{N3}. The rail van with trailer is another little item worthy of any layout. Mac Ticher has a 4-6-0 Ma first class.

Compared the model with the prototype plans and can assure you that there's very little missing. Mac also has a new range of Cal Scale parts as well, the customising kit for the Tenshodo 0-6-0 at £2-9-6 or you can get the Kemtron Vanderbilt tender kit for £5-5-0.

(Continued on Page 13)



The realism of perfectly scaled Tri-ang railways

These two models are typical examples of the realism that can be achieved with Tri-ang model trains and equipment. The keen model railroader insists on authenticity, perfect scaling and detailed realism, and the popularity of Tri-ang railways has been achieved solely through unending efforts to meet these requirements. Tri-ang manufacture the widest range of model railway equipment available anywhere. There's a huge range of trains, rolling stock, track and accessories — enough to satisfy the most ardent modeller. And Tri-ang models are sensibly priced. In addition to trains there is the Tri-ang Minic Motorways system, a perfect combination for your train layout. Here you will find a complete two-lane roadway, with electrically controlled models of cars, buses and trucks, with a wide variety of accessories. There are straights, curves, gates, level crossings, intersections, gradients, in fact everything you could possibly need to set up a magnificent layout in conjunction with your Tri-ang train layout. Ask your model or hobby shop for the Tri-ang catalogues which show in detail the huge selection available.

Building an HO 18 Class 0-6-0 Tank Loco

By
JACK GRIERSON

PART TWO

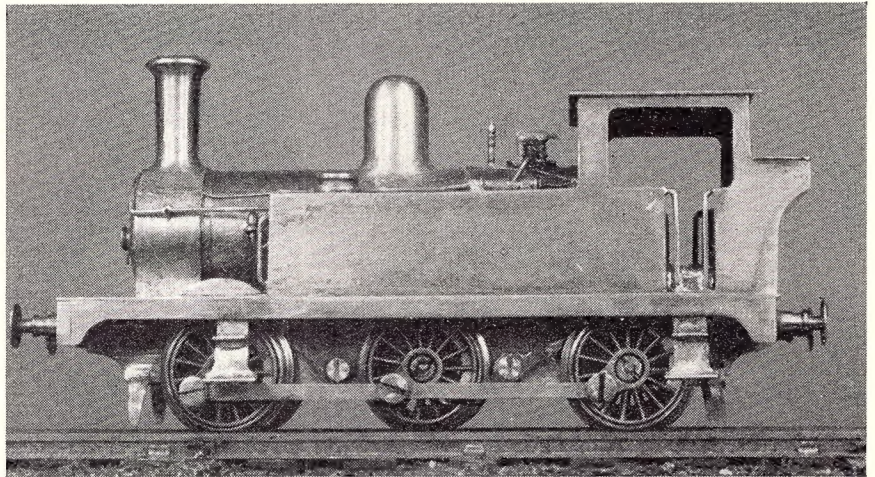
The Superstructure.

Solder two sheets of 1/64" brass together. Mark out the sides, front and back of the cab, the valances and the top and front ends of the water tanks. Cut out the shapes with a piercing saw and file to shape. Drill the top of the tanks for the fillers and the front ends for the hand rails, and the windows in the cab. Now solder four pieces of brass together and cut and file to the shape of the back of the steps.

From a single sheet cut out the base plate, boiler sheet, roof top and bunker back. Turn up a wooden former for the boiler with a diameter equal to the boiler diameter less twice the thickness of the brass sheet used. Before removing from the lathe score a centre line along the length of the former. Anneal the boiler sheet by heating it until red hot and allowing it to cool. Place the centre line of the boiler sheet on the centre line of the former and with the fingers force the brass around the former. The former is best held by its end in a vise during this procedure. If the brass stiffens at all soften it again. After it has been bent to shape solder the small pieces which touch in the front.

A piece of brass is cut to shape as in Fig. 4 for the smoke box plate. Solder the smoke box door to the plate and then tack solder to the boiler front, matching up the centre line on the smoke box front to the centre line of the boiler. When everything is square solder properly. The bottom edge must be 90 degrees to a line drawn from the centre line along the top of the boiler. If this is not done the funnel, dome, etc. will be on a slant either side.

Anneal a piece of brass 8mm x 48mm x 1/64" and bend to shape around the



smoke box end of the boiler to form a casing; solder in place and cut off any overhang from the bottom edge.

From two scrap pieces of masonite make up a shape for the back of the coal bunker as in Fig. 4. Mark the length of the bunker back so as to get the bend in the right place. Anneal the bunker back and press the brass onto the shape. It may have to be annealed a few times before the shape is finished. An easier way would be to make it in two pieces; first bend the curved piece and then solder a straight piece to it.

Unsolder all the shapes that are sweated together; cut out the square in the front cab piece; this fits over the motor.

Tack solder one tank side to the base plate keeping it at right angles. Next attach the front of the cab, then the other tank side and then the cab back. Then attach the bunker back. Place the boiler in position on the centre line of the base plate and cab front and tack solder in position. When satisfied that all is square in all directions then solder along

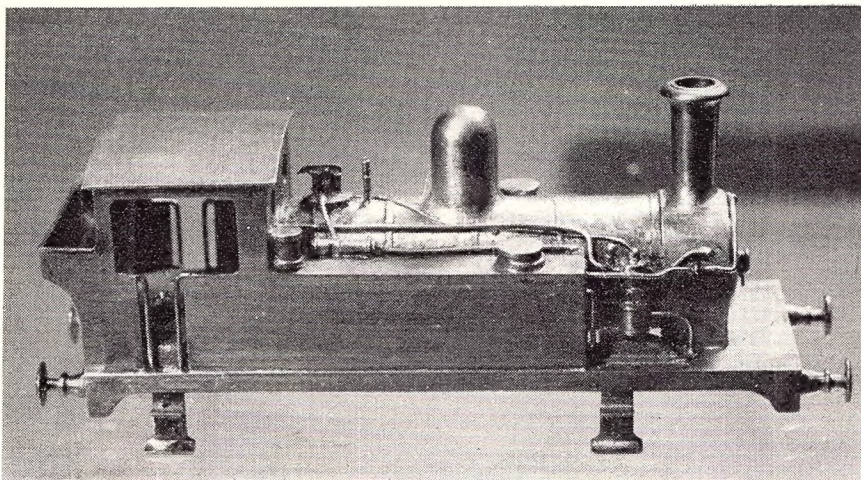
all joints properly.

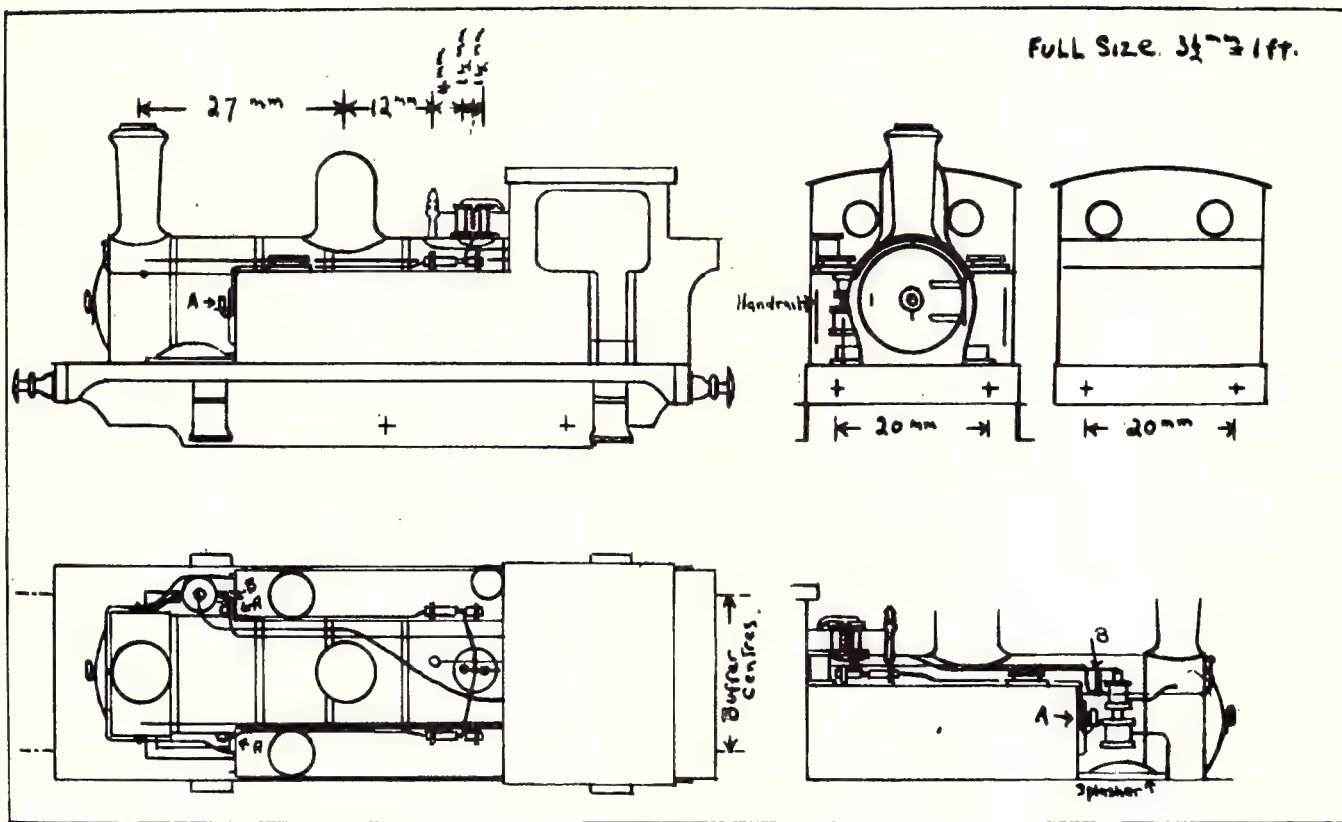
A floor is made up from a piece of brass 16mm x 32mm. Mark in 3mm from each end of the 32mm length and bend at right angles as shown in the sketch. Slip this into the cab on the floor against the back edge of the cab. This covers the back wheels. The cab roof can be softened and bent to shape and soldered in position. Solder the tank fillers onto the tank tops, then the tops to the boiler and tank sides, then the tank fronts. With solder fill in the small holes at the top of the tank front at the boiler.

The steps are to solder the back buffer beam, the valances both sides and the front buffer beam to the base plate in that order. Then solder the buffers and square plates to the buffer beams. Drill the square buffer plates No. 50 in the strip and cut separately using .004" shim brass.

Measure along the centre line of the boiler for the funnel and steam dome and drill No. 50. Measure for whistle and drill 72. Note that the whistle is offset from the centre line. Fasten the funnel and steam dome to the boiler with 10BA screws and solder, leaving a good blob of solder around the base of each. This is filed and cut away to form a fillet later on. Drill the pop valve base No. 72 in three places and solder to boiler top. Assemble the pop valves, spring and top and solder in place; then the whistle. The boiler bands come next. These are cut from .004 shim brass and soldered in place as shown on the drawings. Tin first and touch solder with a hot iron, starting at one side and working across to the other side.

The wheel splashers are made by turning a piece of brass as in Fig. 5 and cutting off two pieces 2mm in on a radius. The small angle piece is made from 1/64" thick brass, 12mm long and 4mm wide. This is tinned, placed in position on the base plate, the splasher — tinned on the bottom edges — placed over it and solder-





ed together. Follow the same procedure for the other side. Now clean off all excess solder with scrapers and files and shape the fillets around the funnel and steam dome.

Solder the compressor to the side of the smoke box, the small tank to the right hand cab front and the two small tanks on top of the water tanks near the pop valves.

Fit the piping using nickel silver wire. The small fittings A and B can be fitted over the ends of the wire and soldered in place. A strand of flexible wire comes from the cab to the compressor top. Another from the cab to the smoke box on the left hand side. Yet another is soldered to the back and sides of the

bunker to give a rolled edge effect. Use nickel silver wire for the tank front and cab handrails, bent as shown in the diagram. The rail from one tank around the front of the smoke box to the other tank is nickel silver wire held in place by

CORRECTION

In the last issue under the list of small tools needed the last line should read: "50; Inch drills-5/32", 7/64", 1/32".

three loops of wire filed half flat and bent to the shape of a split pin, slipped over the wire and pushed and then soldered into the holes drilled into the smoke box front and sides.

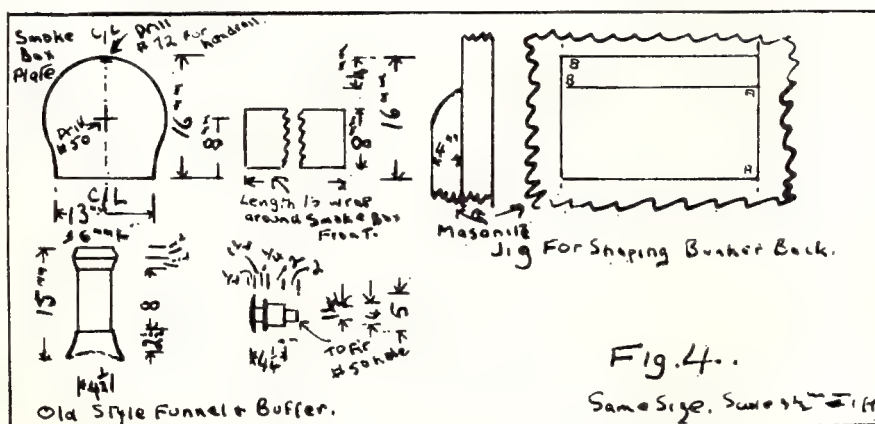
The smoke box door hinges are shim

brass soldered in position with a strand of wire flex soldered along the back to form a hinge. The smoke box door handle is a piece of wire bent and soldered in place.

Cut a piece of 1/64" brass 13mm wide and about 2" long for the steps. Solder the top step in position on the step back and cut off. Then solder on the bottom step and cut off. The other three sets of steps are made the same way. To lessen the chances of the top step moving while soldering the bottom step place a piece of wet cotton wool over the top step. File the steps square to the back plate, place a piece of wet cotton wool over the steps and solder to the inside of the valances. *Fitting of weights.* With plasticine make up two shapes to fit into the water tanks without touching the wheels when the body and chassis are together. Make a mould of damp sand and cast the two shapes in lead. File to fit inside the tanks and spot solder in a few places to hold firmly.

Clean away all excess solder using scrapers and glasspaper. In the front chassis spacer drill a No. 55 hole 5/16" from the chassis front and 1/4" from the side. The back spacer is drilled No. 55 7/32" from the end of the chassis and 1/4" from the side.

Mark the underneath of both buffer beams for a centre line and also the chassis spacers for a centre line. Fit the chassis under the body, line up the centre



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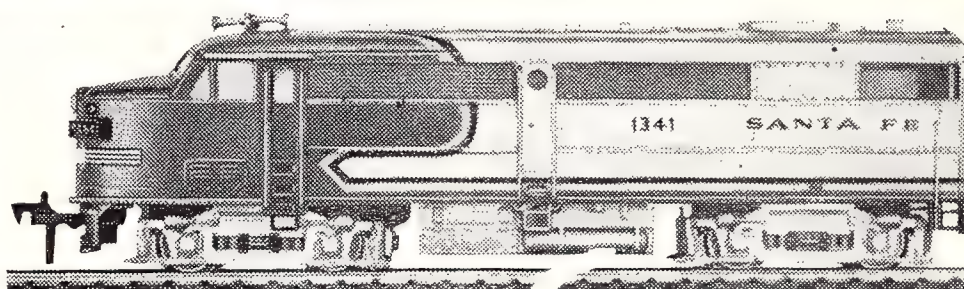
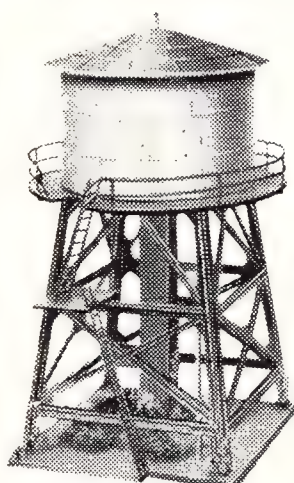


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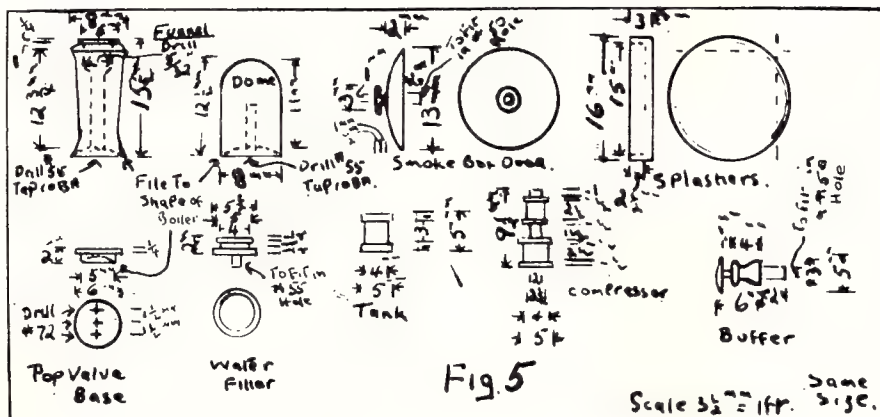
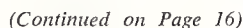
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Rivetting has not been attempted on this model and indeed is best left off unless the modeller can reproduce rivetting really well. There are many fine models spoilt by bad rivetting and painting.



As a parting word don't forget, "Buy Australian."



Here is an opportunity for readers to submit photo stories of their layouts. Send glossy 5" x 4" prints to The Editor, S.C.R. Publications, 189 Homer St., Earlwood, N.S.W. Unused prints will be returned if accompanied by a stamped self-addressed envelope.



Surfing is all the rage at the moment. Take the branch line when you visit Bert Coppin's layout at Punchbowl, Sydney, and you'll arrive at a very fine beach. Only a stone's throw from the station. At times wind covers the tracks with sand.



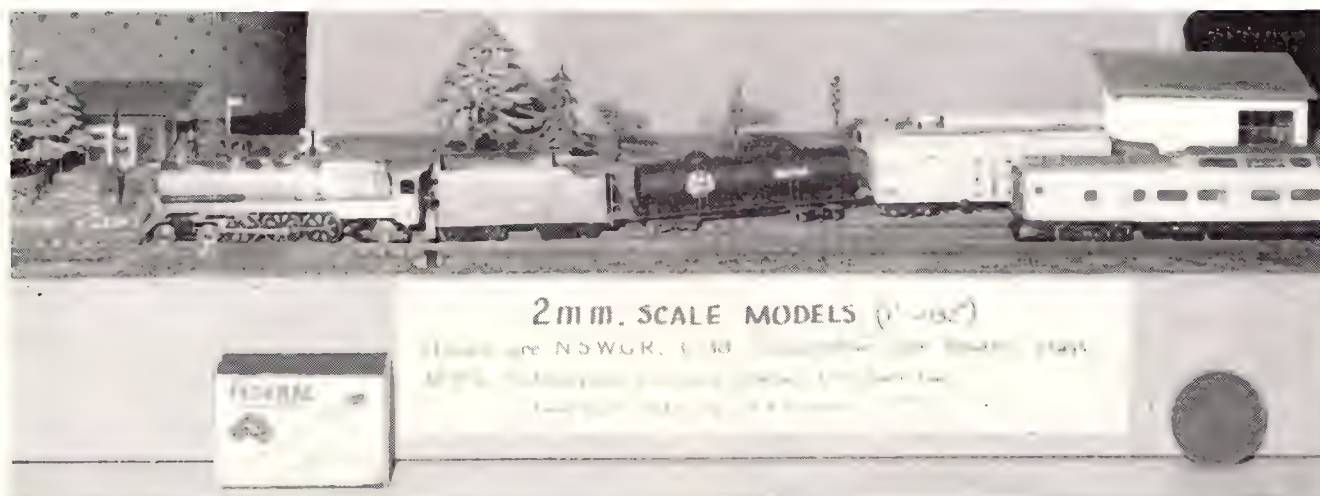
This coaling stage and loco shed catch the eye of the observer as he gazes towards Brumby Ridge on the layout of Michael Coppin. Michael shares right of way on his pike with his father Bert.

This scene from the township of West Gully shows the haunt of Sandbox Sam and his cronies after Loco 77 is put in its stall. At present the licence of the pub is held by the Editor, Tim Moss. Fred sitting on veranda edge.



This $\frac{1}{4}$ " scale 0 gauge stud contact V.R. "X" Class locomotive was one of the prize winning models at the recent Victorian Model Railway Society exhibition, contributed by Peter Nielsen, Hon. Sec., VMRS.

Visitors to the recent Brisbane Exhibition were able to study these 2mm scale models by Paul Leuven first hand. We have plans of the Budd R.D.C. in this scale sent by Paul which we will publish shortly.

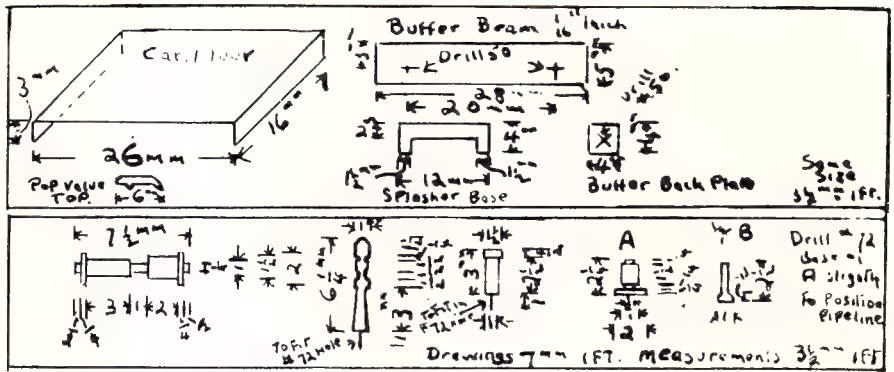


18 CLASS (Continued)

The colour scheme is black with red buffer beams and white numbers. Letra-set numbers make numbering easy now. After the paint is dry small pieces of coal, crushed to scale size may be glued into the bunker.

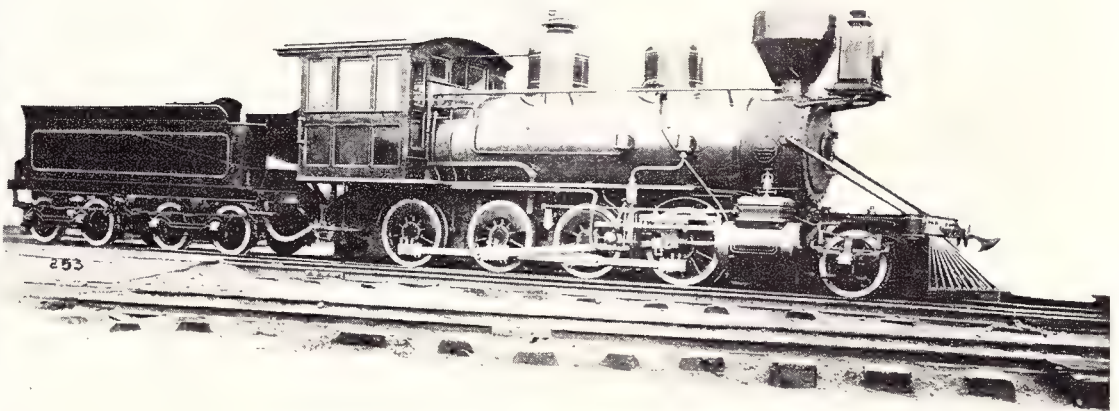
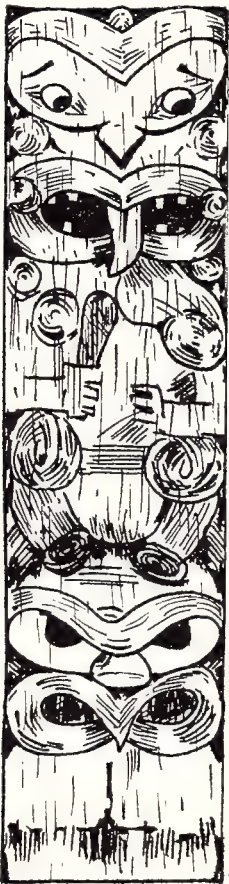
Two types of funnel are shown in the drawings — the original and also the type used after rebuilding. The same applies to buffers, both types being shown.

It will be found that this model will not stand up to a slide rule comparison with the prototype as several alterations and omissions were needed for modelling purposes. Nevertheless many enjoyable hours may be spent building and still more in running this little locomotive.



LOCOMOTIVES ON THE N.Z. NORTH LINE

By DAVID REDDICK



In early New Zealand as in Australia, local trade was of necessity largely transported by coastal shipping until the advent of the railway.

Gradually the silver ribbons of steel were pushed north and south, overcoming the many obstacles in the railway's path, not the least among which in the King country, were the local Maoris who were very hostile indeed.

From its beginning to the present time the North Line from Newmarket in

Auckland up to Okihau, Opuia and the Kaiku valley, has had one of the most interesting selections of locomotives in New Zealand.

During construction various classes of Public Works Dept. locomotives were in use including C class 0-4-2 tanks, and D class 2-4-0 tanks to name only two. It is the period between 1900 to 1952 that is of the greatest interest, for then the big steamers ruled the road north.

They came in force to pound over the many bridges and through the numerous tunnels and round the sharp curves, some of them down to $7\frac{1}{2}$ chains radius.

For instance, the 0 class illustrated

on this page. Built by the Baldwin Locomotive Works in 1885, these engines were built to tide over until other locomotives of the P and V classes, which were overweight, had been modified. Later these engines were mainly in use in the South Island and in the Wairapa and Napier areas.

The A class illustrated in the second photograph is typical of these fine engines. There were 57 A class engines built, seven at Addington 1906-8, 20 by A. & G. Price, 1907, and a further 30 by the same firm in 1910-14. These latter were at first classified as AD class but were re-classified A after 1915.



In easy country these fine engines were capable of hauling 650-700 tons, and had a fair turn of speed. A start was made in 1941 to alter the compound A to two cylinder simple engines.

Also illustrated we have a WAB class. These massive, capable looking engines appeared in 1917 when Mr. H. H. Jackson was C.M.E. They are a tank version of the famous AB and the example illustrated is on a suburban train in Auckland. The 5.40 to Waitakere. Though used a lot on suburban trains these locomotives were also worked hard on the North Island Main Trunk and in the South Island between Dunedin and

Oamaru.

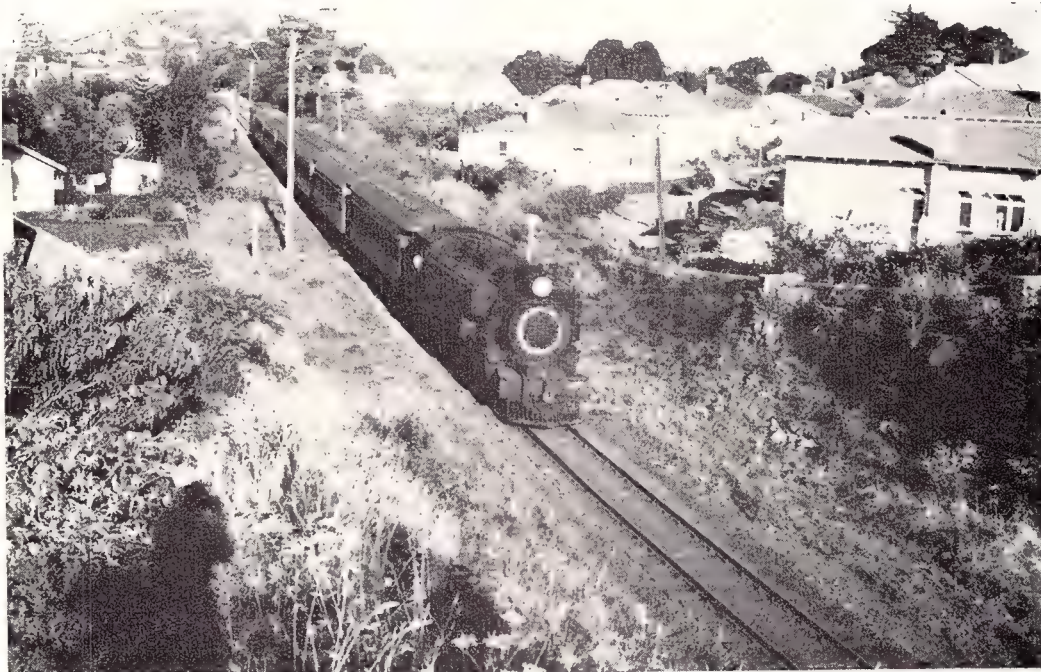
The pinnacle of steam locomotive development in New Zealand was undoubtedly reached with the JA class of engine. They are the last steam engine built for NZR (unless there is a radical change of heart in places, for which there is little hope.)

However, they should be with us for a few years yet. They are no strangers to the North Line and are capable, and indeed expected, to haul 400 ton passenger trains over the easy grades. They are adept at climbing hills and are well within their capacity hauling 200 ton passenger trains on one in thirty-five

grades and can maintain under these conditions at least 17 to 18 miles an hour.

One of these beautiful locomotives has been reproduced on the cover of this issue. It is indeed a grand sight to see a JA charging the Parnell bank from Auckland up to Newmarket. Clean and shining she barks her defiance at the steep grade, easily hauling the heavy laden northbound express.

These are but a few of the different locomotives which know this line. Shortly it is hoped to send notes and pictures on building an AB class 4-6-2. Till then cheerio from Aotearoa.



TRANSISTORISED THROTTLE CONTROL

By
An AMRM Staff Writer

PART TWO

Having completed the case for your throttle we will now press on with the building up of the actual throttle itself.

Just before proceeding I will mention here a few changes I have made to the circuit. They are connected with the time delay in the acceleration and brake circuit. Those of you who may have built the throttle already may have been disappointed with the operational characteristics of these controls.

I know I was not happy with the acceleration, as I found the fast accelerator too fast and the slow not slow enough. As a consequence I have made the following substitutes. Resistor R8 was 10,000 ohm now 50,000 ohm, Resistor R9 was 2700 ohm now 10,000 ohm. To operate I find the best procedure is to start with the controls set to fast and just as the locomotive begins to move switch to slow. In this way you will keep the no movement time to a minimum.

In the brake circuit I have made the following substitution: Resistor R10 was 10,000 ohm now 70,000 ohm; Resistor R11 was 2700 ohm now 10,000 ohm. Result is that on first brake the locomotive will take 4 to 9 feet to pull up depending on speed at time of brake application. On an average the second brake position can now be used for the final stop as it is now not so sudden and will take a few inches to pull up loco. The emergency brake remains as is.

Now back to the throttle; a list of materials required is set out elsewhere. First take the 18 section terminal strip, which will serve as the component group board. Fix strips of paper down each row of terminals, suggest this be done on both sides, then number the panel as shown in photo 1 and figure 1, starting at top left corner listing odd numbers down left side and even numbers down right hand side. These numbers may be written down each side in white ink or paint direct on the brown bakelite if you wish.

Now to wire the underneath connections as per table 1. Any radio hook up wire will do. I used about a 20 gauge single strand tinned copper. So that circuit can easily be checked I suggest you use the following colour code for your wiring.

Red: positive DC supply

Blue: negative DC supply

White: AC supply

Yellow: output to track and transistor emitter connections

Green: low current control and transistor base connection

Take care with your soldering as overheating can cut through the insulation with a short circuit as the result. Would

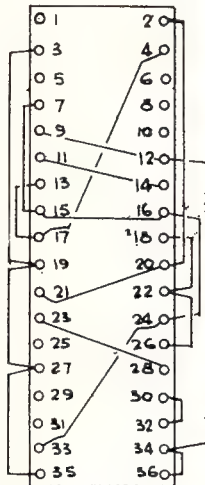
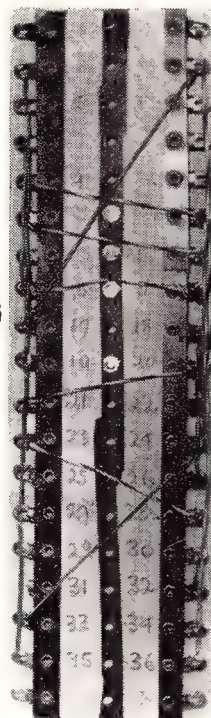


FIG. 1



be a good idea if you practised on some scrap wire first. If still in doubt use a pair of pliers or a battery clip attached to wire just above solder joint, they act as a heat stop to prevent heat travelling up to the insulation.

The same procedure should be used when later connecting the various resistors and condensers. And it is an absolute must with the three transistors and the diode OA81; if you don't, damage will occur to the parts at great cost to your pocket.

Photo No.1 also shows the wiring completed on the group board. Next job is to connect up the various bits and pieces to the reverse side of the group board. To carry out this job it would be a lot easier if the board was clamped in a vise. This leaves both hands free to attach the parts.

Table 2 sets out the connection points for these components. Figure 2 is a diagrammatic representation of the board and Photo No.2 shows the finished job mounted in its case. If you haven't handled radio parts before, be sure to have your supplier identify and mark each resistor as they are only colour coded and not marked with the resistance value. In any case most supply houses can provide a code chart of resistors. Again I warn you — don't overheat these components.

Check over your work to date, make sure no parts or wires are touching and, to assist, it is recommended that you don't cut off the leads to the components too short, also it is a good idea to slip a short length of plastic sleeving stripped from a length of hook up wire over each lead to act as insulation.

Parts List

R1 :	56 ohms	R7 :	5,600 ohms
R2 :	560 "	R8 :	50,000 "
R3 :	560 "	R9 :	10,000 "
R4 :	560 "	R10:	70,000 "
R5 :	5,600 "	R11:	10,000 "
R6 :	5,600 "	R12:	560 "

All resistors are $\frac{1}{2}$ watt.

P1: 5,000 ohm two gang linear potentiometer

P2: 5,000 ohm two gang linear potentiometer

P3: 5,000 ohm potentiometer

C1: 500 μ F 25 volt electrolytic

C2: 0.01 μ F 250 volt paper

C3: 25 μ F 25 volt electrolytic

C4: 250 μ F 25 volt electrolytic

one 18 way miniature group board

MR1: Mullard OA 81 diode

S2: 2 pole 4 way wafer switch

S3: 2 pole 4 way wafer switch

alternative to S2 and S3: Single pole 12 way wafer switch

Transistors

TR1: OC 28 Mullard; TR2: OC 77 Mullard; TR3: OC 75 Mullard.

One 10 position terminal strip

Three pieces of aluminium sheet for heat sink

Solder, BA nuts and bolts, knobs, screws, hook up wire, etc.

Table 1

WIRE CONNECTIONS

Connect together	Colour Code
9 and 12	Bare Wire
11 " 14	" "
15 " 16	" "
21 " 20	" "
23 " 28	" "
17 " 4	Green
33 " 24	Blue
3, 19, 27 " 35	Red
7 " 15	Blue
13 " 17	Green
12, 34 " 36	Yellow
16 " 24	Blue
18, 22 " 26	Green
30 " 32	Bare Wire
2 " 20	White

Table 2

Component	Connect between
R1	Tag 9 and tag 10
R2	" 11 " " 12
R3	" 17 " " 18
R4	" 25 " " 26
R5	" 19 " " 20
R6	" 33 " " 34
R7	" 31 " " 32
C1	+ to tag 1, — to tag 22
C2	tags 3 and 4
C3	+ to tag 35, — to tag 36
C4	+ to tag 27, — to tag 7
Bare Wire	Tags 23 and 24

Next job is to mount the panel into the controller. It will be necessary to fit small spacers behind the panel to keep the panel away from its base. I used two half inch lengths of $\frac{5}{8}$ inch dowl drilled out so that a round head wood screw will pass through. Holes were already drilled in my group board.

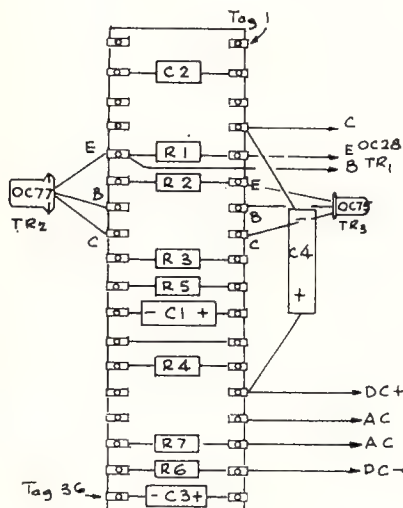


FIG. 2

The heat sink for the OC28 main power transistor comes next. Sizes are given in figure 3. The sheet should be approximately 20 gauge and the three channels are clamped tightly together with 6BA bolts through the holes marked B. Take care when bending each channel

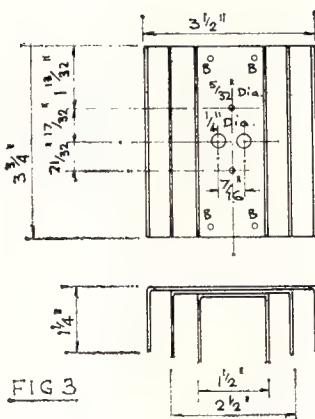
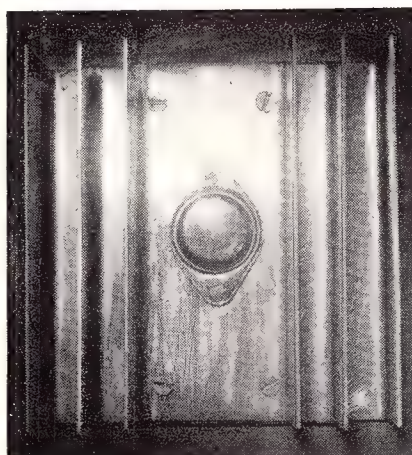


FIG. 3

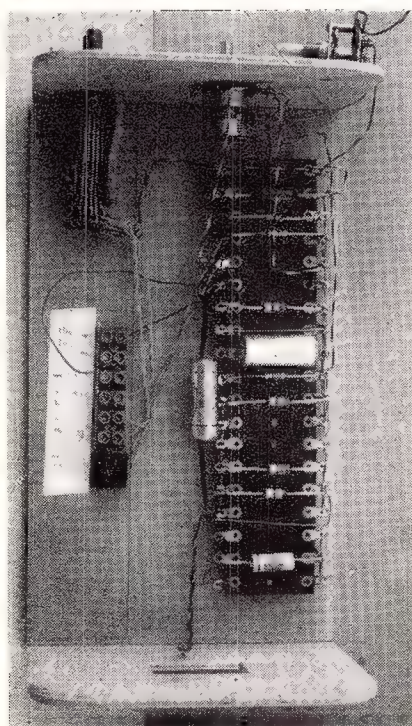
that the centre section remains flat so that good contact is obtained between each plate.

The remaining four holes are for mounting the transistors and should be drilled after the plates have been bolted together. De-burr all holes so that the transistor sits flat. After transistor is fitted paint the heat sink a flat matt black. To mount in base of case I fitted extra long 6BA bolts and drilled four mating holes in base of case and retained with a second nut and flat washer.



One extra point here is when fitting the OC28 slip a solder lug under one of the two mounting screws so that connection C can be made. We will now connect up this transistor. Fig.4 shows the connections for the three transistors. Make the three leads each 10 inch long and solder to lug and leads B and E. Next connect these leads as follows:-

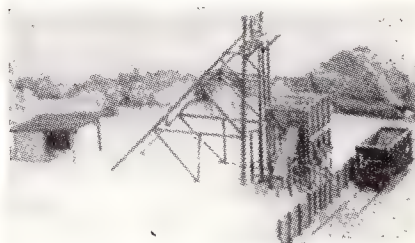
TAG 7: lead C (collector) Blue.
TAG 9: lead E (emitter), Yellow.
TAG 10: lead B (base), Green.



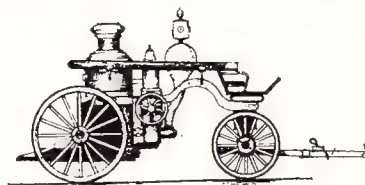
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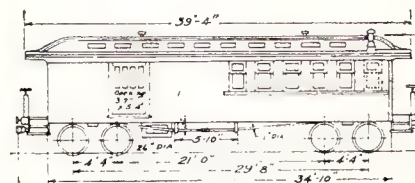
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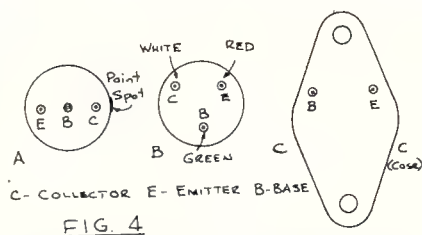


FIG. 4

Also fit leads from the following tags to a terminal strip as shown in photo 2 on left hand side.

TAG 27: DC + Red.

TAGS 29 & 31: AC supply Red.

TAG 33: DC - Blue.

Don't connect up the other two transistors at this stage, we will do this later.

We will now wire up the brake and acceleration control switch or switches depending on the method you have selected. Figure 5 sets out the connections for the twin controls and Fig. 6 for the single control. The illustrations are of the rear looking down on the switches. Fit the three leads A, B and C make each about 12 inches long at this stage.

Before mounting these switches we will hook up potentiometers P1, P2 and P3. Sweat lengths of hook up wire again about 12 inches long to all three tags of each potentiometer except the centre tag of the rear potentiometer of two gang unit. Fix the two units into the case. Refer to last issue Figure 1. The rear left hand hole houses the potentiometer P3 which is the shunting control and the second hole in top of panel towards the front is for P1 and 2 which are the speed control.

Now connect up P1 and P2 as follows:-

Front section looking from rear left hand tag connect to terminal 29; centre

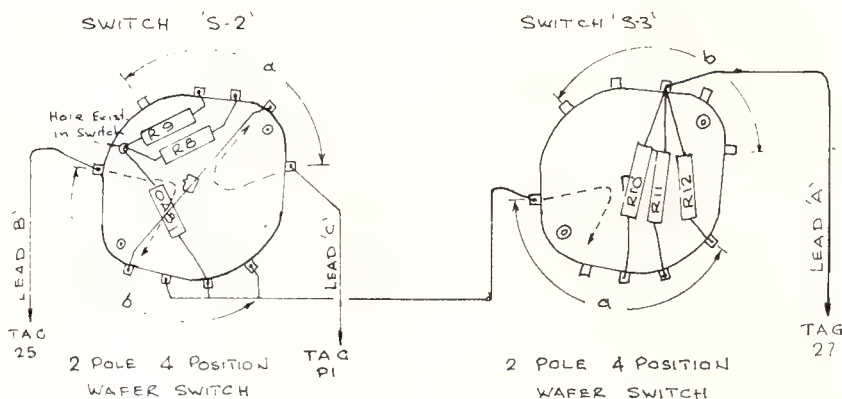


FIGURE 5

tag to terminal 1; right hand tag to terminal 30. Rear section left hand tag to terminal 27; centre tag will have lead C from switch S2, refer figure 5 or 6 (this will be connected when the switches are installed); right hand tag connects to terminal 28.

Next comes shunting control P3 again looking from rear, left hand tag connects to terminal 3; centre tag to terminal 2 and right hand tag to terminal 1.

We are now nearing the end of the job. We can now fit the acceleration and braking controls. I fitted the brake to the front and accelerator to rear position so that the brake, which is the most used control, is near at hand. Fit switches in position and connect the three leads as follows — lead A to terminal 27; B to terminal 25

and C to centre of rear section of two gang potentiometer P1.

We will now attach transistors OC75 and OC77 as follows:—

- OC75 tag 11 — lead E. (emitter)
- tag 13 — lead B (base)
- tag 15 — lead C (collector)
- OC77 tag 10 — lead E (emitter)
- tag 14 — lead B (base)
- tag 16 — lead C (collector)

Be sure to keep heat away from transistors—grip leads with pliers, battery clip or tweezers and solder joint quickly.

Your throttle wiring is complete so carefully check over the wiring to date and when you're satisfied that all is well check again for good measure.

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You can now insert forward and reverse switches in to your controller. You will notice that I have used two switches. This has been necessary in my case as I have a reverse loop to control. In the case of a straight out track layout one DPDT switch will be needed. Attach two leads to terminals 34 and 35 and run these two terminal points on your input output board, refer photo 2 last issue. The board is shown below the forward/reverse switches on left of group board.

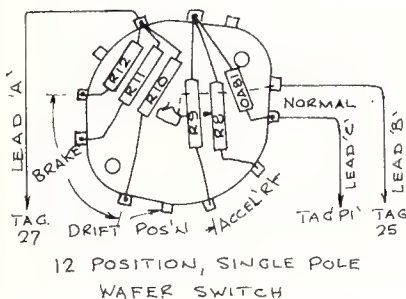
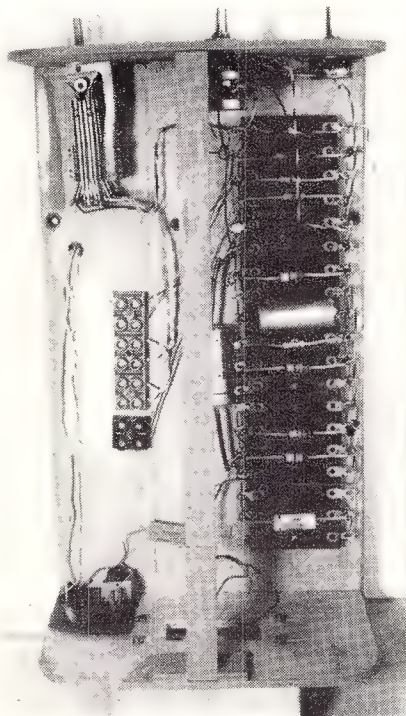


FIG 6

From this point they can be attached to your switch and then to the track in the normal conventional manner. The final step is to connect up the DC and AC input. There is no problem with the AC, just connect your transformer output to terminal strip. However extreme care must be taken to ensure that you have the correct polarity on your DC connections, if not much smoke and a good display of fireworks, and worst of all no throttle.



If your rectifier or power pack is not marked find someone with a volt meter who can check your pack and mark it correctly. I would mention at this point that I fitted a current limiting lamp in series on the DC plus input. Size of lamp would be about 12 volt 36 watt auto type which will minimise the maximum current on a dead short to 2½ amps. Photo 4 shows a magnetic cut out installed. I found this most unsatisfactory, the jolly thing would keep tripping and was always needing resetting so I went back to a lamp.

Now switch on and we will see what happens, first see that the shunting and speed controls are turned fully anti-clockwise. Brake to off position which is the unconnected position on front switch or lever fully to left, refer photo at head of last issue. Acceleration switch should be to normal which is the position indicated in the circuit diagram, or lever fully to right.

In the case of the single switch the N position in photo 3 is correct. The throttle can now be used as a normal controller by rotating the main control lever in a clockwise direction. Once having got the feel of the throttle try out the accelerator and brake. From your previous operation you will have some idea as to what throttle setting gives you the maximum speed required, so turn brake lever fully on by moving lever to right through 90°. Move accelerator delay to left one stop, then set the throttle to desired speed and move direction control switch to forward or reverse as required.

To set train in motion move brake lever back through the 90° to the left thus releasing the brake, after a short delay the loco will move off gradually gathering speed. To stop move brake lever notch at a time to the right until loco pulls up at the desired point. You can apply the brake as you would in a car, with short bursts so that deceleration is very gradual.

I operate in the following manner. I move lever to fast acceleration which is the first position after normal (N) and just as train starts to move switch to slow acceleration thus allowing the speed to pick up slowly without having to wait overlong for the loco to start. The fourth position on the accelerator control is for drifting. Once train is in motion set this lever to drift (centre position at top of case using the single switch) and turn throttle back to zero and train will continue to drift on. Use the brake to pull up.

To use shunting control, set brake and accelerator as for normal running, main throttle set to zero, then use shunt control as a normal throttle. With it the loco drivers can be set to barely turn. Don't forget to return this control to zero before returning to main throttle.

Before showing off your throttle get in lots of practice as it takes a little getting used to. After a while you will become most proficient and then full enjoyment will result. Well, good luck and remember railroading is fun.

HELPER SERVICE

Q.: Can you help me regarding a patternmaker who could make a pattern of the BK suburban bogies as used on Q.R. I have the drawings of these and B.K. freight bogie?

A.: Write to Paul V. Leuven, Box 88, P.O., North Quay, Brisbane, Qld., and discuss your problems with him. We are sure he will help.

Q.: Would you please recommend to me a type of track and curves and also points which would meet the N.M.R.A. Standards.

A.: Track made to the N.M.R.A. Standards can be separated into two types. These are snap track and flexible track.

Snap track is most commonly supplied in the train sets that are manufactured in the U.S.A. This track is usually in 9" sections or parts thereof. However the modeller who uses this type of track is restricted as there is not a good variety of pointwork to be had. Tenshodo is the only snap track that has a complete variety of pointwork and this is readily available in Australia. This type is more for the modeller that has no permanent place for a layout and has to use a table or the floor. However there are many permanent layouts made up of this type of track.

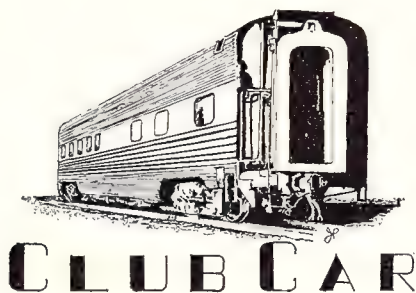
For the person who intends to build the more permanent layout with realistic curves and trackwork there is the flexible track with plastic sleepers and a comprehensive range of pointwork to go with it. This type is the closest that one can get to custom trackwork. We would like to point out that true N.M.R.A. standards are only found in the track that is manufactured in the U.S.A. or Japan, the latter being produced basically for the American market, but readily available in Australia at any good hobby shop.

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To Club Officers: These pages are available for the dissemination of news about your societies. Brief news about activities will be welcome for these pages. Closing date is fifteenth of month prior to month of issue.

N.M.R.A. ACTIVITIES

Eastern Division

The January meeting of this division was held at the home of Garry Lucas at Pymble. Some 25 members and visitors were present. Highpoint of the afternoon was a clinic on tracklaying which was conducted by John Wheeler. He described various methods and accompanied his talk with practical demonstrations of each stage. It is unfortunate that these clinics have not been a regular feature but in the future it is hoped to have one at each monthly meeting. Anyone with even a small amount of modelling experience can find something of interest to discuss with others at meetings.

A vote of thanks go to Garry and his charming wife for a delightful afternoon tea.

Next meeting: March 7, at 2.00 p.m., at Ralph Thomas' home, 61 Hewatt Ave., Wahroonga.

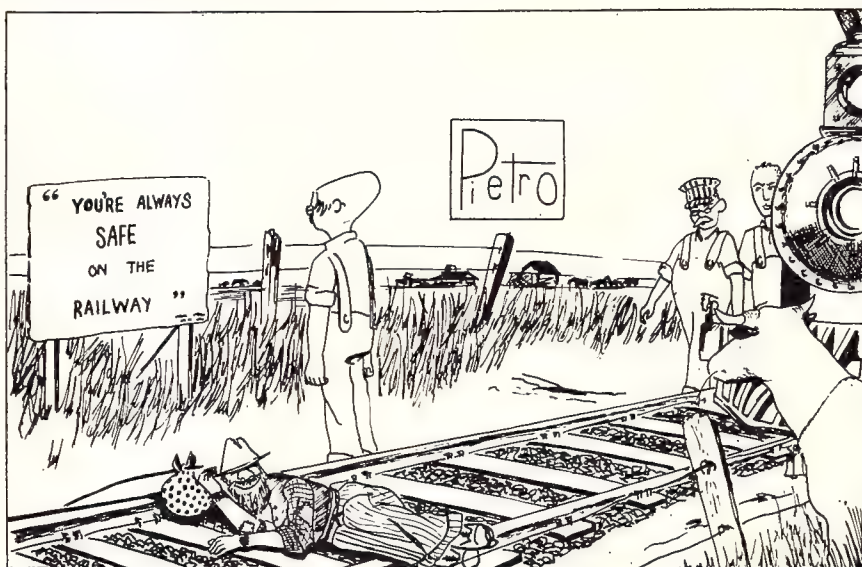
Future meetings: Saturday 11th April, Keith Bell, 10 Leighdon St., Bass Hill; Saturday 9th May, Ian Sherington, 14 Shinfield Ave., St. Ives; Saturday 13 June, Basil Hammersley, 56 Edgbaston Rd., Beverly Hills.

Members are reminded that at a meeting of this division last July a motion was passed that a levy of 5/- per annum per member be made. The proceeds of this are to be applied to postage to members of notices of meetings, the cost of construction of exhibition displays and the general costs of the divisional representative. Accordingly notices of future meetings will be forwarded only to those who have paid this levy, as postage costs are too high to permit the Div. Rep. to notify the large number of members in this state of each meeting. Please forward these funds to the Div. Rep's address — 40 Polding St., Drummoyne, N.S.W.

Southern Division

Future Meetings: At 2.00 p.m. on the following Saturdays — April 11, Jim Blaney's, 19 View Rd., Glen Waverley; May 9, Ian Petherick's, 23 Beach Rd., Hampton; June 13, Graeme Gardner's, Simpson's Rd., Lower Fern Tree Gully.

SANDBOX SAM



NEW SYDNEY CLUB

Model railway enthusiasts interested in forming a model railway club in the Eastern Suburbs district of Sydney are asked to contact Bob Moffat, "St. Kilda", 2 Birtley Place, Elizabeth Bay, N.S.W. Tel. 35-4273. The club will hold film nights and hopes to obtain premises for a club layout.

OTHER CLUBS

N.S.W. SCHOOLS RAILWAY CLUBS ASSOCIATION. Secretary-General: Kevin Heckford, Box 50 P.O., Ryde, N.S.W.

Membership of this association is open to any Secondary School maintaining a Railway Club which meets regularly. The association meets on the last Sunday afternoon of each month. The Association would be glad to hear from any High Schools in the city or country who have a School Railway Club or would like to form one, and who would like to join the Association.

The Association is intending to run a steam-hauled tour to Richmond about the middle of April this year, and anyone wishing more information about this tour could write to the above Box number.

NEW SOUTH WALES RAIL TRANSPORT MUSEUM. Secretary: Graham B. Ahern Box 113, P.O., George Street North Sydney.

We regret to record the resignation on 24th October last of the President, Mr. K. J. Charlton, from the Museum. Members will recall with gratitude the work done by Ken over the last few years on behalf of railfans in N.S.W., particularly in regard to the introduction of weekend tours.

At the December meeting, Mr. J. L. Reeves was elected President of the Museum for the remainder of the current financial year.

Members may be wondering at our apparent lack of material progress towards the establishment of the museum at Enfield. To keep you in the picture, the

situation at present is that the Department is in no hurry to approve the project for the reason that the site at Enfield will not be available in any case for some considerable time. However we are convinced that some sort of preservation venture will be undertaken, although in what form, and to what extent the Museum will be involved, it is impossible to predict at the moment. Action has been taken to retain a large number of items of equipment suggested by us, and for the present, as far as we are concerned, it is simply a matter of waiting patiently.

SOUTH AUSTRALIAN SOCIETY OF MODEL AND EXPERIMENTAL ENGINEERS INC.

Secretary: Mr. L. Peckham, 14 Gawler Terrace, Walkerville, South Australia.

Members are "live steam" enthusiasts and mainly scratch builders.

A visitors' day is held every third Saturday of the month at their property at Millswood Crescent, Millswood and a small charge is made for entrance.

CENTRAL VICTORIAN MODEL RAILWAY ASSOCIATION.

Sec., Bill Brown, 9 Lowndes St., Bendigo, Victoria.

The bulk of 1963 was spent in building a club room on the Secretary's property and in constructing a portable display layout. The latter measures 13' x 6', being a two lap oval and return loop, built of Tenshodo track on an open grid frame. Scenery detailing yet to be added. At present there are vacancies for seven new members. A model railroad show will be held at the Bendigo Technical College on 10, 11 April next. The President of this association is Lee Golding and the Vice-president is Ron Ervin. The secretary's phone is 32811.

GEELONG RAILWAY MODELLERS.

Hon. Sec., J. Macdonald, 15 Arkana Ave., Highton, Geelong, Vic.

Our December meeting took the form of a running night when all the "Dads" could run the models they, or their sons, received for Christmas.

The January meeting was a very interesting night as it was a competition night for the junior members. In November Bob Dunn, a senior member, said that he was dismayed at the small amount of scratch building being done by the junior members. To help the prospective scratch builder he donated three "Q.R." truck bodies to some of the junior members to finish for the January meeting when they would be judged on squareness, neatness, painting and workmanship generally.

The judging was carried out by Bob Dunn and Bob Plush, a committee member. The winner was Gavan Bennett with a total of 93 points of a possible 100. Equal second places went to David Russell and John Pattison with 82 points each. The idea was considered so successful that the competition is to become a permanent feature of our activities.

It is felt that there would be a considerable number of people in the Geelong area who had an interest in model railways but who had not made any contact with our club.

By the next issue of this magazine let's hope that we can report an increased membership roll.

MORETON MODEL RAILWAY CLUB. Sec.: R. Gough Jnr., 365 Fairfield Rd., Yeronga, Brisbane.

The Club meets on the 2nd and 4th Mondays of each month at the home of the Chairman Mr. Athol Smith, 12 Coates St., Morningside. We have two layouts, belonging to the club one being "TT" and the other "HO" as well as the Chairman's "O" gauge layout.

The club has many outings, Film shows and Train trips with the A.R.H.S., visits and picnics to the Nambour Sugar Mill, 70 miles north of Brisbane. On Nov., 30th the club shared half expenses with N.M.R.A. on a vintage tram tour of Brisbane; everyone enjoyed themselves.

The Club is now closed down for the Christmas holidays, starting again on the 4th Monday of January 1964. We all look forward to this break at Christmas after the hectic three months and one week preparing and running our "HO" layout at the Brisbane Model Railway Week.

For information regarding the club contact the Secretary, or phone 485891.

THE VICTORIAN MODEL RAILWAY SOCIETY.

Hon. Sec.: Peter Nielsen 6 Eric St., East Brighton, Vic.

On Wednesday, 20th November, 1963, this Society held its annual exhibition and competition night at the Clubrooms and this time there was a good number of entrants, supporting the view voiced by various correspondents in overseas magazines, that in spite of a surfeit of ready made models and kits, "do it yourself" is indeed making a steady comeback.

Both O and HO gauges together with Victorian Railways $\frac{1}{4}$ " scale 2' 6" gauge were well represented in the entries which were generally of a very high standard of workmanship and finish, making the task of the judges, Messrs. Mark Traylen and Frank Kelly, an exceedingly difficult one.

Pride of the show, and awarded the first prize in its section, as well as the V.R. Commissioner's Trophy for the model of the show, was Mr. Harry Bender's magnificent O gauge $\frac{1}{4}$ " scale model of the Victorian Railways X class 2-8-2 heavy Mikado freight locomotive, complete with full rivet and other detail. A photograph of this model may be seen in the Scenic Route this issue.

Other locomotive models of nearly equal merit were the same builder's A2, 4-6-0 and Mr. Alan R. Goode's K Class 2-8-0. In the section for modified proprietary or kit built items, Mr. Alan M. Shorter submitted three models in OO, a British Railways Class 9, 2-10-0 and an L.M.S. 2-6-0 $\times$ 0-6-2 Garratt—both modified kits by Kitmaster, with the plastic bodies and tender repainted but the wheels, frames and running gear replaced by the builder's all metal wheels and frames.

Another entry by this modeller, a G.W.R. 4-6-0 Hall in TT gauge won an award.

Turning to the next section, Rolling Stock, noteworthy and winning an award were Mr. Ford Niquet's Victorian Railways sheep trucks, both in O gauge.

Mr. Alan R. Goode, also a modeller in this gauge, showed several very well made items, including Spirit of Progress type

observation car, V.R. petrol electric rail motor and trailer, V. R. McKeen railcar, a model of curious appearance and great historical interest, and two 2' 6" gauge cars to the same scale.

In the third section devoted to lineside features, apparatus, etc., there were only two entries. Mr. William Fairlam won an award with an O gauge locomotive shed, modelled in corrugated material with the individual sheets clearly indicated, each sheet of iron was a separate entity, while the other item was a superbly made and finished control panel, complete with tracks and indicator lights for Mr. Alan R. Goode's Hobsons Bay Railway.

MORE PHOTOGRAPHS ARE WANTED FOR THIS PAGE OF THE DOINGS OF MODEL SOCIETIES.

The last section, for a complete train, brought forth a large number of entries, and an award was won by Mr. R. Dunn, with his V.R. freight train in H0 gauge entirely home built and hauled by his V.R. S class diesel electric locomotive. Also shown was Mr. Leahy's 4 car V.R. suburban electric Blue Train which was much admired.

The evening was a most interesting and successful one, the club rooms being crowded to overflowing.

The Victorian Model Railway Society is at present extending its H0 gauge layout, much progress being made in laying tracks and sidings, and extensions are also being made to the O gauge stud contact layout.

The Victorian Model Railway Society meets each month at its rooms located at the Railway Station Auburn, Victoria, on the third Wednesday at 8.00 p.m., and extends a cordial welcome to anyone interested in Model Railways, particularly in the smaller gauges. Running facilities are available in H0 and O gauge. We cater for all interests, Australian, American, British and prototypes.

Ivan Ive's wide angle lens takes in the Herald-Sun Model Engineers' Annual Exhibition held recently in the Herald Building, Sydney.



TAURANGA MODEL ENGINEERING CLUB.
 Secretary: H. Shilder, 130 Sutherland
 Road, Tauranga, N.Z.

This at present is a small club as regards membership and the interest of the majority is in model railways and most members have their own layouts. However the club is lucky to have a permanent meeting place in a 30'x10' where a U-shaped layout is under construction. The railway is being modelled on N.Z.G.R. practice with 00 track at 3'6" which makes the scale H0n3½. Track is laid on one side and the other is still a mass of plaster, bridgework and embankments.

Apart from modelling prototype interests take up part of the members' time, with railcar trips, passenger cars on goods trains (mostly for picnics with wives and children) and guards van trips. In January the club took a guards van trip from Tauranga to Frankton Junction and at the same time visited the Hamilton Model Railway Club's layout. In February the club plans to join the Railway Enthusiasts Society steam hauled trip to the Bay of Islands.

SOUTH PACIFIC ELECTRIC RAILWAY CO-OPERATIVE SOCIETY LIMITED. Secretary: Clyde Woodside, 100 Forest Way, French's Forest.

The Cadillac rail motor made its first journey over the Society's line on the 3rd November last. This was the first vehicle to actually run on its own power over the Society's track. It is understood that it last saw service in 1949. The Society is indebted to members, Denis O'Brien and Colin Bartlett who spent many hours working on the motor before it could be operated. This unusual vehicle will be invaluable in assisting in the further construction of the line and associated work.

Situated at Lady Rawson Avenue, Royal National Park, N.S.W.

Visitors welcome every first Sunday of each month. Bring the family.

AUCKLAND METROPOLITAN MODEL RAILWAY CLUB. Hon. Sec., Warren Cunningham, P.O. Box 5883, Auckland, New Zealand.

The club's annual exhibition was held in December and was the most successful yet, there being 11 working layouts on display. One feature of the exhibition was a layout that combined both 00 gauge railways and roadways. This provided several realistic crashes for the onlookers. The February meeting will be interesting. Two talks are to be given, one on casting in sand and the other will be on what judges look for in modelling competitions.

HERALD-SUN MODEL ENGINEERS' CLUB,
 Hon. Secretary: Ivan Ive, Herald Building, Jones St., Broadway, Sydney.

This Club held its Second Annual Exhibition on November 19 in the Glass House, of the Sydney Morning Herald.

There were five working train layouts and several tables of various exhibits. Stationary steam engines were run from compressed air. Photographs were on display of both prototype and model trains.

Meetings are held on the second Tuesday of every second month. Next meeting is February 11, 1964.

TIPS FOR SPLICING WIRE

By F. G. GILL

There's a right way and a wrong way of doing almost everything, and splicing and connecting wires is no exception. Here are a few suggestions and methods that may help you. The illustrations show solid wire, but the same techniques hold for stranded wire, the more commonly used type in model railroading.

Fig. 1 shows the splice used when two wires are to be connected end to end, but don't use this splice for any joint that will be subject to stress.

Fig. 2 shows how to attach a branch wire to a through wire. The horizontal wire is the through conductor.

Figs. 3 and 3A show the type of splice used to join two wires end to end to get

one long one, for the splice will bear up under considerable stress. All the splices shown will be more strong and reliable if they are soldered. After soldering, the bare portion of the wires should be covered with electrical friction tape.

Fig. 4 shows how to attach a wire by set screws to a terminal block, extension cord plug, or any other device. The secret is to be sure the loop of wire is placed under the screw so that when the screw is turned the loop tends to close rather than open.

Fig. 5. Solder is supposed to make a good electrical connection for you, but it isn't able to stand vibration too well. For this reason wires should be wrapped around terminals for a mechanical joint before you add the solder.

CENTRAL COAST MODEL RAILWAY CLUB.
 Hon. Sec. Leonard H. Dodds, 4 Adelaide St., East Gosford, N.S.W.

The Central Coast Model Railway Club held its first meeting of the year on Thursday, January 23.

The club at Don Taylor's home in West Gosford when it was found that the Boy's Club rooms were not available, and members were able to see Don's large layout in action, as well as try out some of their own locomotives.

It was agreed that members visit the Live Steam Model Railway Club's layout at West Ryde on the first free Saturday.

Senior members also promised to complete the wiring on the new club layout as soon as possible, and to tune up all points to ensure continuous running.

The patron's trophy is due to be contested again, so it was decided to give senior members a go at building from scratch any piece of rolling stock.

Entries are to be in by the end of May.

Junior members will also be able to build a piece of rolling stock, though the trophy has not yet been decided.

Work should soon commence on a trial track suitable for junior members to operate.

The club is at present negotiating with the Department of Information of America for films on American railroads.

Officers of the club are looking forward to a good roll-up at the next meeting, which will be held on February 13.

THE SOCIETY OF MODEL RAILROADERS.
 Sec.: D. L. Jenkins, 14 Ovenden Street, Brisbane.

The past few months have been hectic ones culminating in the Club's "HO" American prototype layout being displayed at the recent week-long Brisbane Model Railway Exhibition.

Although many members worked hard upon this 19'x7' 6" layout, special mention must be made of the hard work that Robert Burling put into the electrical side of things.

The Society meets on the first and third Wednesdays of each month at the Secretary's home, where in addition to the club's "HO" layout, running can be had on a TT3 scale layout.

Three film shows are organised each year for Brisbane's modellers and full details of the Society can be obtained from the Secretary.



Fig. 1.



Fig. 2.

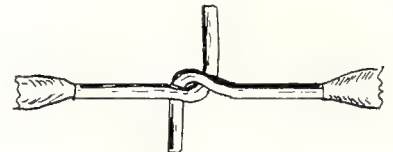


Fig. 3.



Fig. 3A.

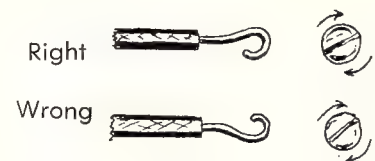


Fig. 4.

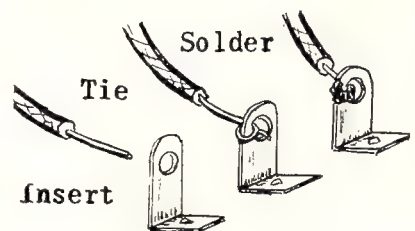


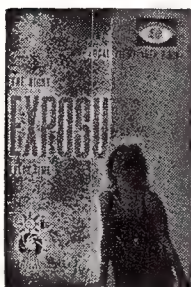
Fig. 5.

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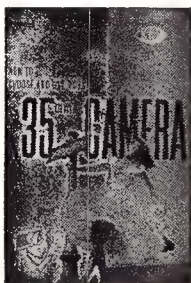
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that a plan of the tours which it is
expected will be run in 1964 has been
formulated by the Associations concerned.
This programme is shown below so that
you may plan ahead for those tours in
which you wish to participate.

For information write to the organ-
ising Body whose address is listed below
for further information, enclosing a
stamped addressed envelope.

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Opening of C.S.A. Line.

April 18: (Approx. date depending on
G.P.S. Regatta). Afternoon tour to Rich-
mond. N.S.W.S.R.C.A.

May 23: Berrima, Medway Colliery,
Day Tour. A.R.H.S.

June 28: Newcastle & Suburban Tour.
Annual Outing. S.P.E.R.

July 26: Sydney, Unanderra, Moss Vale,
Day Tour. N.S.W.R.T.M.

August 23: Newcastle, Toronto, Wangi.
Annual Outing. A.R.H.S.

October 2: Brisbane via Wallangarra.
Labour Day Week-end. N.S.W.R.T.M.

November 28: Bunnerong Goods Line.
Afternoon. A.R.H.S.

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Sydney.

A.R.H.S. — Box 102, P.O., George St.
North, Sydney.

S.P.E.R. — Box 103, G.P.O., Sydney.
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RESULT OF MEMBERSHIP COMPETITION

The number chosen for the member-
ship competition, in which one year's
free membership was the prize, was
No. 402. This was not returned on an
application form, and so the nearest
returned was then found.

It turned out to be No. 394, and
was returned by Mr. Brian Allan
Black of 33 Elizabeth St., Allawah,
N.S.W. Congratulations to Mr. Black.

As Mr. Black already receives his
copy of the Australasian Model Rail-
road Magazine, (being a member of
the N.R.M.A.), he has decided to give
the free subscription of the Magazine
for one year to Mr. I. J. Pearse of
44 Spur Crescent, Loftus, N.S.W.

As Mr. Pearse has no layout oper-
ating as yet, he will, no doubt, enjoy
reading the magazine and gaining from
it the useful hints and advice that other
modellers write about in their articles.
Not forgetting the advertisers who
give some individual help and some
bargains.

To Mr. Pearse, I give a welcome to
the ranks of modellers who enjoy a
most fascinating hobby, as well as an
educational one, and trust that in due
course he will join the Association,
thereby enjoying to the full all its
benefits.

F. Maxwell.
Membership Chairman.

"BOOSTER" BACK NUMBERS NOW AVAILABLE

(Figures in parentheses indicate
number of copies available)

May 1959: Research on couplers; Lower
quadrant semaphore signals; A Test
Track. (15)

May 1960: Elements of A.C./D.C.
Theory; Further Notes on T.T.; First
Loco. (3)

April 1962: Six Pages Scale Plans; Nar-
row Gauge; Power House for a Round-
house. (12)

June 1962: Northern and Maine Layout;
Tunnel Maintenance Car; Two Airfix
Wagons. (5)

Oct. 1962: HO Layout; Survey of Model
Railroad Magazines. (14)

Dec. 1962: Tunnel Mouths; The Denver
& Rio Grande; Making a Point Frog.
(Plenty).

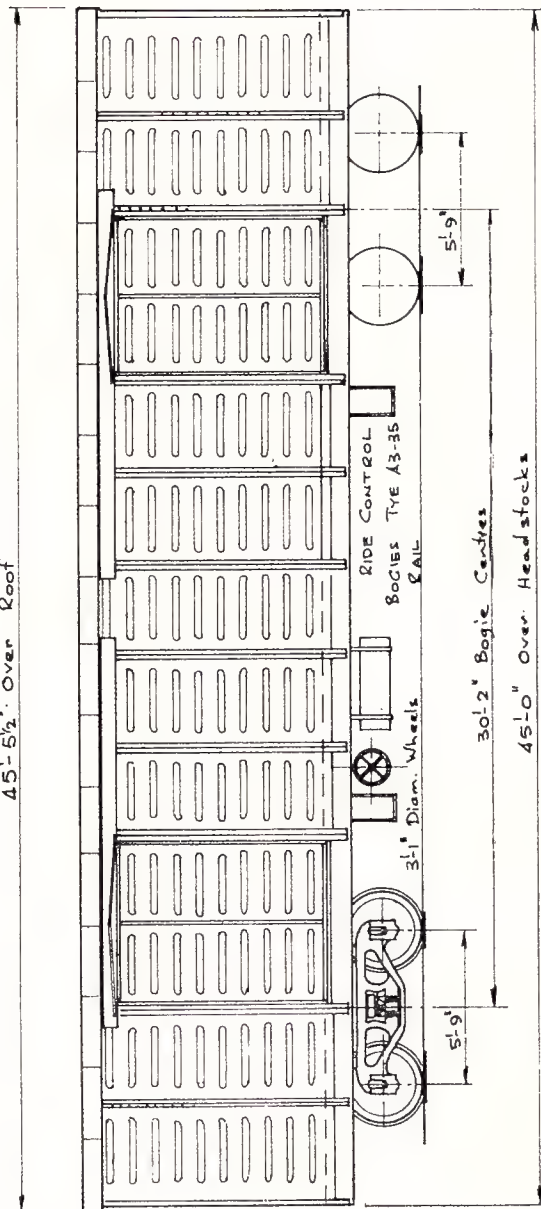
All these back issues are selling for
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ing. Please include postage: 1 copy. 5d;
thence 3d per copy.

S.C.R. PUBLICATIONS, 189 Homer
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Commonwealth Railways "VC" class
covered goods wagon is shown in our
photograph and in the accompanying
plan on the opposite page.

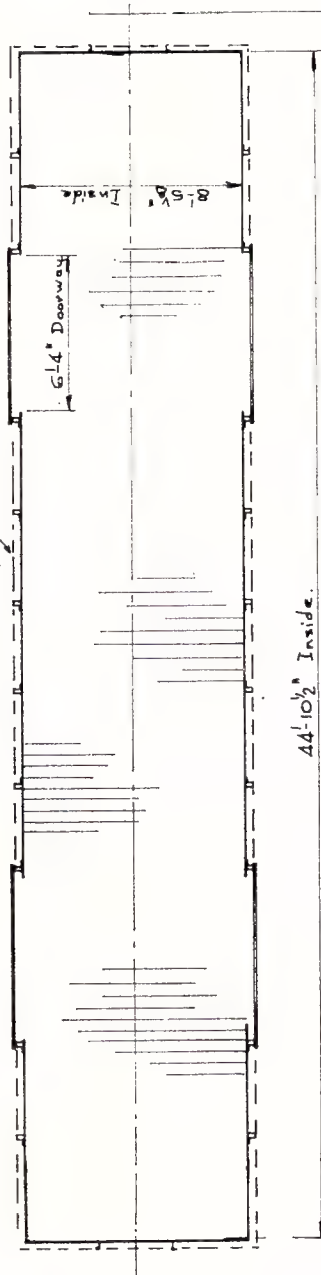


45'-5 1/2" Over Roof



SIDE ELEVATION

Roof Line



44'-10 1/2" Inside

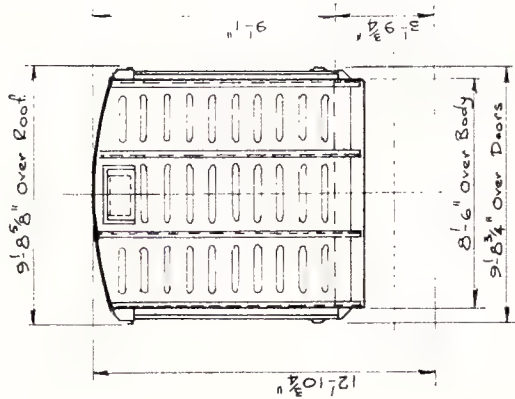
47'-10" Inside Coupling Stockles

FLOOR PLAN

our plan

INCHES 12 6 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 FEET

SCALE



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NOTES:- U/F FRAME & BOGIES - BLACK.

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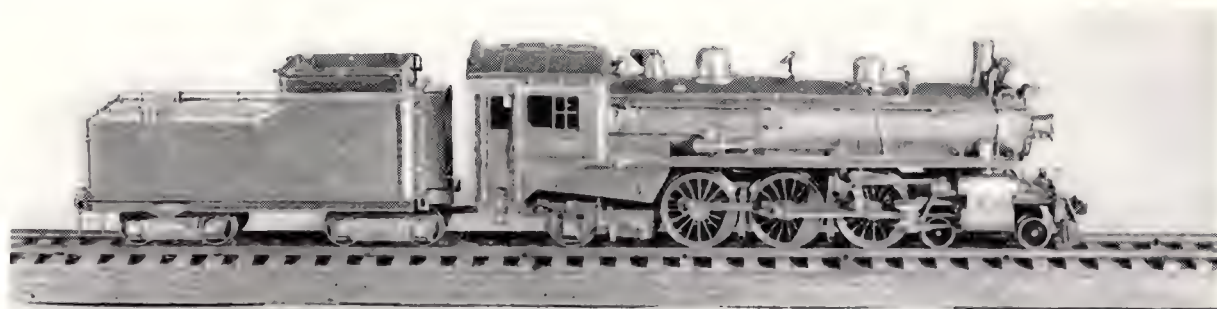
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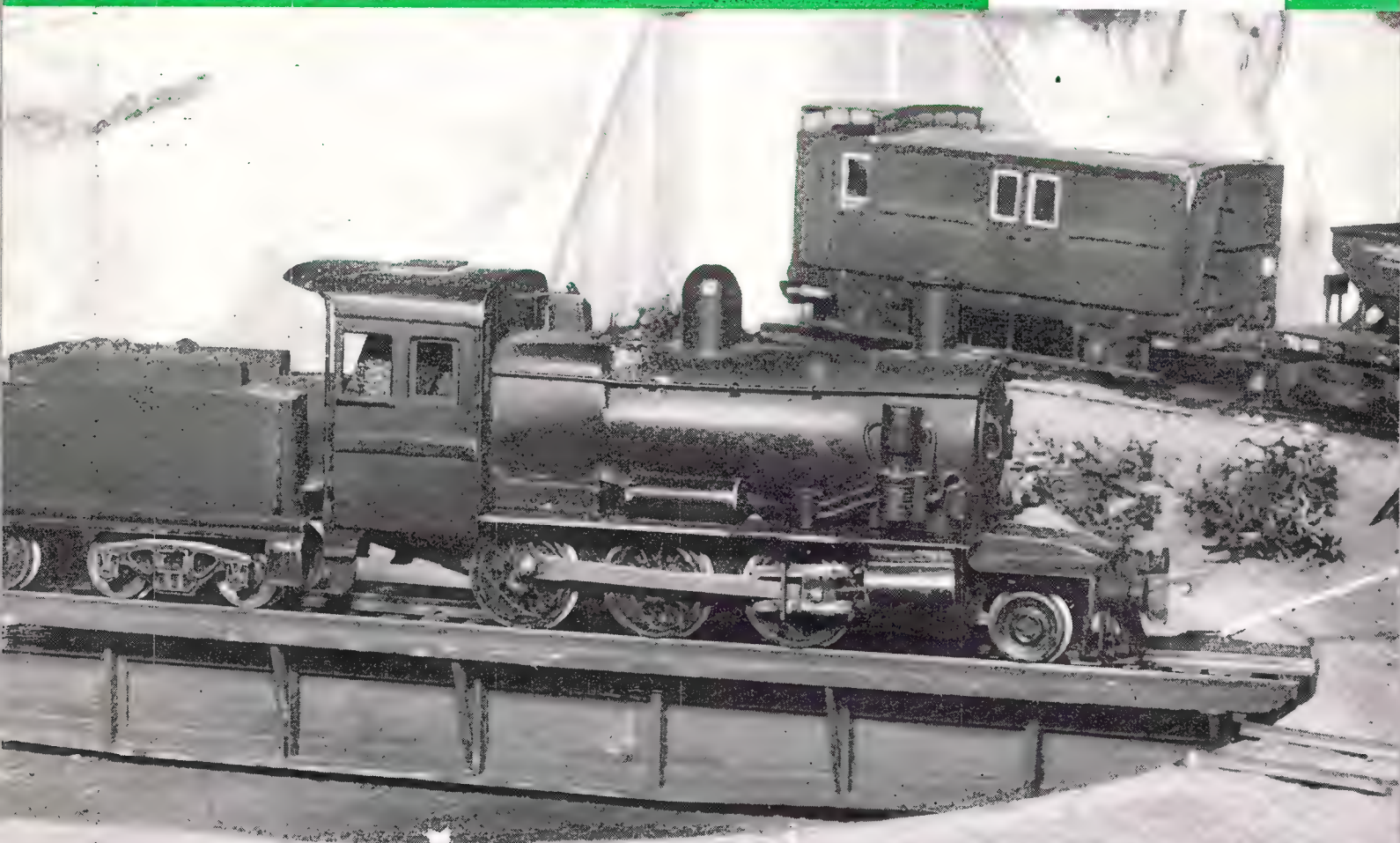
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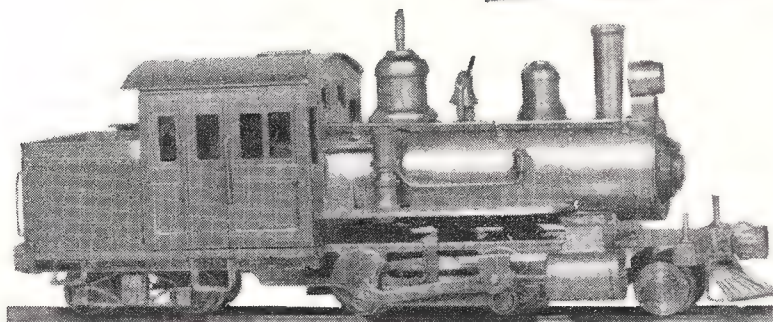
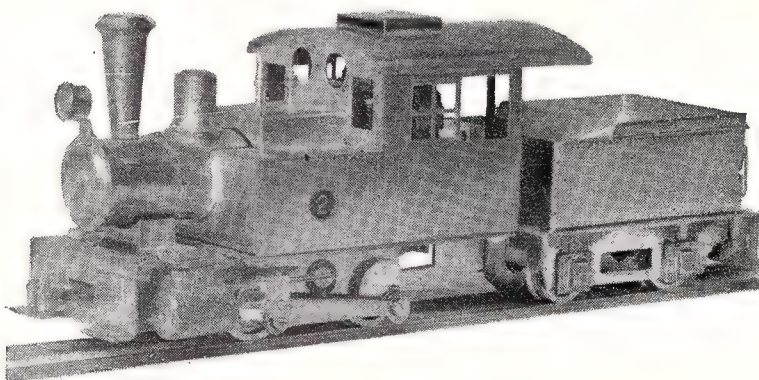
RELAYS FOR MODEL RAILWAYS

TWO NEW LOCOMOTIVES FOR HO_n3 GAUGE...

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Other News from "THE DOCKYARD"...

This 'trip' we have several items of special interest to 'O' gaugers: Long recognising the need for a range of suitable spoked loco. drivers for the scratch builder, 'Dockyard' are now landing stocks — the outcome of extended negotiations for a special and exclusive production run. Sizes are 24, 27, 32 and 40mm. diameters, the later being available with either small or large balance weights. Prices are 18/6, 20/-, 22/- and 25/-d. per pair, respectively. Of brass manufacture, these Drivers are to N.M.R.A. Standards, are rim insulated and come complete with axles. To guarantee supply, all interested should obtain their requirements without delay. If warranted by demand, further production may be possible in future, including the development of additional sizes, Box Pok type, etc...

Next, we have something of a highly specialised nature for the keen 'traction modeller in 'O' gauge: Deck roof, 10 and 14 bench Open Car Bodies, of brass construction, ready for mounting on trucks. Magnificently finished, these "Toast Rack" Bodies are complete with throw-over seats, drop barrier rails, folding running boards and glazed bulk-heads. Only a very limited stock available. Price, £21 and £25 each, respectively...

The full range of Romford Drivers, in both HO and TT have long been carried, but only recently K's supplied a handy Brass Bearing to suit Romford driver Axles at 4d. each...

Walthers have recently delivered a number of coach kits, less trucks which although Santa Fe stock, come with decals

enabling one to letter the cars PULLMAN, if desired. The range comprises of 75' Coach and Combine at 62/6 each, 80' Parlor Car and Dormitory Lounge, and 75' Chair Smoker and Lounge Cars at 67/6 each. The 80' Cafe Observation is also available at 78/6, as are also Super Detail Kits for Observation, Parlor and all monitor roof coaches, at 15/3 each. Walthers Diaphragms, not being supplied with the kits, are available separately at 4/- per pair...

From Kadee, more Disconnected Logging Cars are now to hand at 51/-...

In paints, Floquil, of America, manufacture an excellent range of matched railroad colors, the following comprising the range recently landed: Pullman Green, Reefer Yellow, Reefer Orange, Tuscan Red, Box Car Red, Caboose Red, Black and Grime. All 9/6 per bottle...

About the time this appears in print, K.T.M. will be delivering a stock of HO 3 Truck Shay Locomotive — reputed to be the finest Shay production yet to come from Japan. Ready to run, unpainted, price will be £52 each and 'O' gaugers interested in geared locomotives, should note that the same model will be available in 1/4" scale at £95 each... In 1/4" scale only, the same plant are also delivering a very limited stock of S.P. Class AC-4, Cab-ahead, 4-8-8-2 articulated Locomotive...

Before we "pull the pole from the wire" this trip, those interested in Tenshodo and United products will welcome the magnificent new P.F.M. Ninth Edition Catalogue, stocks of which should be available about the end of April.

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RALPH THOMAS.

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THE AUSTRALASIAN MODEL RAILROAD MAGAZINE

Vol. 1, No. 7, April/May, 1964

Incorporating **THE BOOSTER**

THE OFFICIAL JOURNAL OF THE SOUTHERN CROSS REGION OF N.M.R.A.
Also THE YARDMASTER, The Bulletin of the Sydney Model Railway Society.

AUSTRALIA'S LEADING MODEL RAILROAD MAGAZINE

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PRODUCED for S.C.R. Publications by PHOTO DIGEST PTY. LTD., 483 Riley St., Surry
Hills, N.S.W. 'Phone: 69-6880.

PUBLISHED by S.C.R. PUBLICATIONS, 189 Homer St., Earlwood, Sydney, N.S.W.

EDITOR: J. T. St. LEGER MOSS.

OFFICE: 55-6886.

EDITORIAL COMMITTEE: BASIL T. HAMMERSLEY, FRANK A. MAXWELL, JOHN M.
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Illustrators: N. COUGHLAN, J. F. PARKER, PETER CALVITTO.

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DES BAKER

Originated from South Australia, to Syd-
ney 18 years, model railway enthusiast
for twenty years, keen scratch builder of
English prototype and recently of N.S.W.G.R.
type locos; has also keen interest in
scale model electric racing cars and is
organising a club on the North Shore.

At the present has organised several
exhibitions of model making and has
travelled widely in Australia visiting rail-
way modellers in other States and swapping
ideas, etc. Approximately 18 months ago
opened the Hobby Shop at Crows Nest
and today it is a Mecca for the hobby
enthusiast. It carries a very wide range
of goods for every hobby and runs a
very extensive repair and remodelling ser-
vice for railway equipment. The shop itself
has a very intimate atmosphere and
modellers use it as a meeting place to
discuss their particular problems.

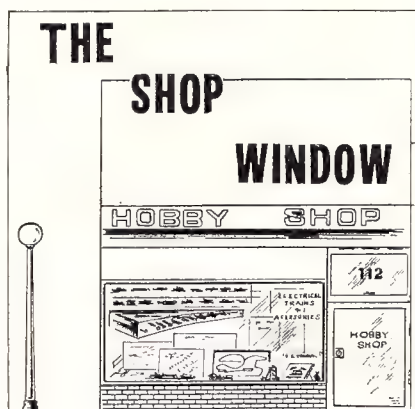
Des can be found at Toybox, Crows
Nest.

A REMINDER

N.M.R.A. members and subscribers of
this magazine are advised to check their
membership cards or subscription receipts
and to renew their subscriptions so as to
ensure continuity of delivery of the AMRM.

On the Cover:

A turntable scene on Russ Sid-
dall's Gipsy Valley Railway. The
loco is a free-lance 2-6-0 with
a Victorian Railway look and the
van in the background is a "Z"
type of Victorian Railways. Russ
lives in Hampton, Vic., and is
N. M. R. A. representative in
Australasia.



Bettendorf Bogie Kit, Loco Bell and Merino Sheep.

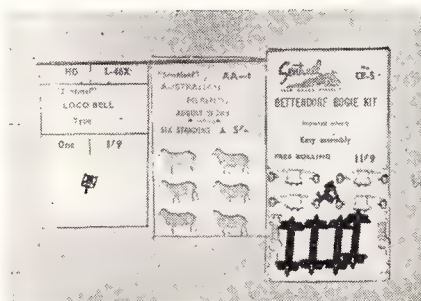
Produced by: Sentinel Products,
Box 118 P.O., Albury, 35, N.S.W.

Prices: 11/9, 1/9 & 5/- respectively.

The Bettendorf bogie kit makes up into a fully sprung bogie set, free rolling and fitted with plastic wheel sets. The wheels do not conform to NMRA standards but are quite satisfactory with code 100 track. The wheel sets are accurately made and run true and free. The frame and bolsters are cast, unpainted and free from any flash.

The cast bell is the fixed type, complete with frame, and finished in brass colour; as with all Sentinel products it is well finished and of excellent quality.

The six standing merinos are, according to Bill Gardner, August shorn and in fact to prove this point he produced the shearer's certificate. The only trouble is that they haven't grown any wool since. Can't understand this, will have to consult studmaster Bill for a cure. This produce is really Australian made in all respects.



S.A.R. Bogie Refrigerator Car

Manufactured by: Bill Coles,
17 Glenrowan Road, Woodville South,
South Australia.

Prices: 19/11 ea. less couplers and trucks.

This kit is one of a series of four put out by this manufacturer. The others are S.A.R. Wooden Bogie Open Wagon, 40' Freelance American Style Box Car, both at the same price as the reefer, and a Q.R. wooden Open Wagon at 12/11 each.

The kits are in 3.5mm scale and are complete with detail drawing and instruction sheet. The addition of trucks or bogies and couplers is left to the modeller. The kit is of South Australian prototype and is used on both 5'33"

and 3'6" gauge routes. When used in freight trains they are painted silver or cream and green for passenger consist, and are fitted with passenger bogies. I also believe this car can be seen in N.S.W. and Queensland.

Unfortunately this kit arrived too late for construction and photography in the built up form. However it seemed to fit together nicely. If space is available next issue a photo will be shown.

Shops desiring to handle this product contact the manufacturer direct.

Long Play Locomotive Recordings

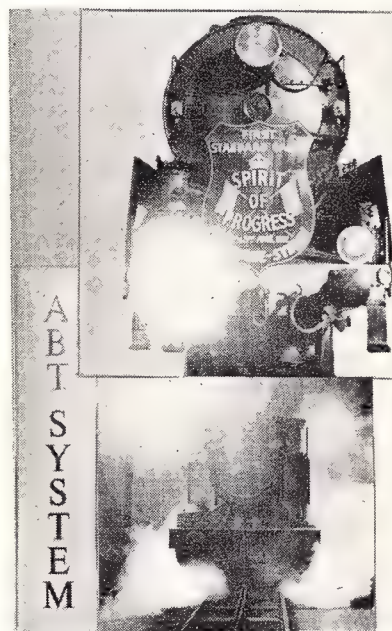
Produced by: J. Rowe,

P.O. Box 95D Rydalmere, N.S.W.

Prices: ABT System £1; The Spirit 16/6; this includes postage on each.

Well, once again we have two mighty fine Australian made recordings as good as if not better than most overseas pressings. A darn sight cheaper too!

The ABT System is a 45 r.p.m. 7" extended play of the now defunct Mt. Lyell Mining & Railway Coy. Ltd. rack railway at Queenstown in Tasmania. For the steam lover, and in particular the narrow gauge fan, oh what joys! Plenty of 1 in 16 and 1 in 20 climbing and the final sequence a 35 m.p.h. speed run. A number of the tracks are marked and can be used as background for an 8 and a sixteen mm film shortly to be made available.



The Spirit is a 7 inch 33 r.p.m. running for 17 minutes. You will agree that it is the lowest priced rail fan recording of its type available today. The recording covers the delivery run of 3830 and 3813 of the Spirit of Progress, Albury to Sydney, 15th April 1962. For those with a passion for steam loco whistle sounds this will fulfil your needs just as it does the steam loco fans in general. An historic record reproducing the long awaited event of the arrival of the Spirit at Central Station, Sydney.

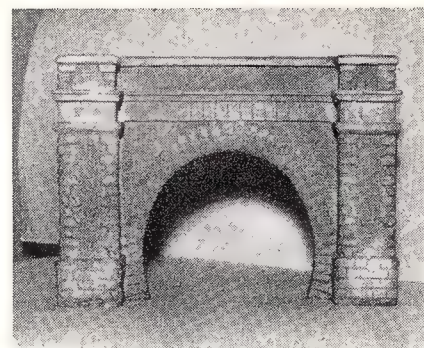
To avoid disappointment, and to encourage Jim to produce more of these fine recordings, dash off a note with your name and address and don't forget the cash.

Tunnel Mouths

Supplied by: Titcher's Hobbies,
309 Lonsdale Street, Dandenong, Vic.

Prices: Unpainted 15/-; Painted 29/11 each.

These stone portals are cast in baked clay and are very tough and durable. Our sample was uncoloured but nevertheless



gave a very realistic sandstone appearance. The stonework is extremely well done with very fine detail including plenty of signs of age such as chipped corners to the stone blocks. A really delightful piece of Australian craftsmanship worthy of the most fastidious modeller.

Overall dimensions are 8 1/2" wide by 6" high. The opening is 4" wide by 3 1/2" high.

E.M.E. Transistor Throttle Mk I.

Manufactured by: Model Electronic Enterprises,
P.O. Box 49 Blackburn, Vic.

Price: £24/19/6 ea.

This is not the first transistor that we have been given to review, but it is the first that we have reviewed. The others sent us have been of local production as is the E.M.E. model but its predecessors have been of very doubtful quality.

The writer has built himself and operated a transistor throttle for some time and can thoroughly recommend the E.M.E. Mk. I. to the intending purchaser. At first glance the price would appear to be a bit high but this is a first class unit carrying a lifetime guarantee against breakdown but not of course misuse.

The capacity is 4 amperes with a fuse protecting both overload and accidental reverse polarity connection of the power pack. The left hand knob is the speed control. The middle knob is the accelerator control and has three rates of acceleration viz. 2, 5 and 10 seconds to reach the set speed. A drift and normal position is also included. The right hand



knob is the brake and it has an infinite number of positions. The three bottom switches are on/off, forward/reverse and brake cut in.

Operation is as follows. Turn on and select direction of travel. Preset speed control to desired maximum speed. Set accelerator to desired acceleration rate. Switch brake off and turn brake to zero. After a short delay train will take off, gradually accelerating to the preset speed. Operation of the brake knob will effect minor braking during running. To stop the train switch the brake on and gradually rotate the brake knob until the train comes to a gradual halt. The train can be parked indefinitely without disturbing the other controls by turning the brake full on.

A power pack is not included in the price. It can be any standard 12 volt D.C. supply of suitable capacity for the load required.

The metal case has an oxidised aluminium name plate and a crackle finish. All told an excellent Australian made product which will give the reader a new era in realism in model loco control. Your local shop should have it. If not tell them to contact the manufacturers.

Scenic Material

Manufactured by Austral Modelcraft,
101 Laura Street, Tarragindi.

Price: 1/6d per bag.

There are three types of material available namely, ballast, grass and earth. All are attractively packed in cellophane bags with printed instructions, setting out methods of application.

The ballast is ground cork of a size approximating the size of crushed rock ballast in HO scale. It is well coloured in three shades of grey. The ballast is dust free and permanently dyed.

The grass is available in three shades of green and is finely ground sawdust dyed to colour, as above it is packaged in plastic bags. The colours are, unfortunately, a little on the bright side and look a little unreal when placed on the scenery, this is fairly common with most grasses available; these products are not nearly as bad as most on the market. It is to be hoped that manufacturers can find a more realistic green for future batches.

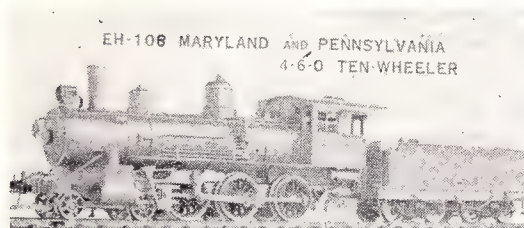
The last item reviewed was earth. This again was dyed sawdust which had been finely ground to a proper texture. The colour of this item would be much improved if it were lightened, or better still, a second colour introduced to represent dry earth, which is a fairly light grey. The colour reviewed looked really good along river banks and other damp places. Still a good product, as with all the others, well produced and good value for money.

HELP WANTED

To enable us to give more information on our rollingstock plans we need to know details of colours used on vehicles from the various railway systems. Would Members or subscribers be kind enough to drop us a line with information regarding roof, body, underframe and bogie colours and any lettering on the vehicles.

Try and relate these colours to those used by the manufacturers of model paints or the larger paint manufacturers. A sample from a colour card would be a great help.

Titcher's Hobbies Autumn Specials



GEM MA & PA TEN WHEELER 4.6.0

(as illustrated)

Usual Price £32 ——— Now 19 Gns.

GEM OLD TIME BIRDIE 0.4.2

Usual Price £42 ——— Now £25

GEM VULCAN SADDLE TANK 0.4.2

Usual Price £18/10/0 ——— Now £12/12/0

ERIE TRIPLEX (painted & weathered)

Usual Price £100/12/6 ——— Now £75

JUST LANDED: Akane Locos

Akane U.S.R.A. 2.6.6.2 Loco	£59/19/6
Akane B. & O. 2.8.2 Loco	£29/10/0
Akane B. & O. 4.6.2 Loco	£29/10/0

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Editorial

In August this year the terms of the present office bearers of the Southern Cross Region of the National Model Railroad Association cease. Shortly all divisional representatives will be searching amongst members of the various divisions asking for nominations for President, Secretary and Divisional representative. It is important that several nominations be received for each post so that members have more than one person to choose from when they cast their votes.

Included on the ballot paper are several amendments to the Constitution and Bylaws of the S.C.R. Members are requested to consider these changes carefully and vote as they see fit. These alterations have not lightly been suggested but are the result of careful consideration by the proposers who feel that the administration of the region will benefit by them.

Besides local officers a ballot paper for N.M.R.A. officers in the U.S.A. will be presented and members are urged to complete this also.

Now is the time for all good, for that matter any, modellers to think what locomotives, rolling stock or structures they are going to prepare for the forthcoming exhibitions. In Sydney, on October 2, 3 and 5, Labour Day Weekend, A.M.R.A. will again be staging its Model Railway Exhibitions in the Sydney Town Hall. With the huge success of last year as a reminder members and readers should look forward to an interesting display with the added advantage of an extra day this year.

November 9 to 14 in the City Hall, Brisbane, will be the site of the fourth Model Railway Exhibition in that State. With so much previous experience the organisers should be assured of another successful week.

BIG NEWS FOR MODEL RAILROAD READERS

The BIG NEWS FOR MODEL RAILROAD READERS is now out! MINT MODELS of Sydney announce a new plan that will thrill the experienced enthusiasts and eventually bring many new converts to the most fascinating of hobbies, Model Railroading.

MINT MODELS will *lease* to approved readers of THE AUSTRALASIAN MODEL RAILROAD MAGAZINE the most sought after locomotives including fine scale brass (the dream of every M.R. Man) and—as a bonus for the early birds—complete Fine Scale American-prototype Trains with track. These complete train sets will be, in some cases, fully illuminated and will be of limited availability.

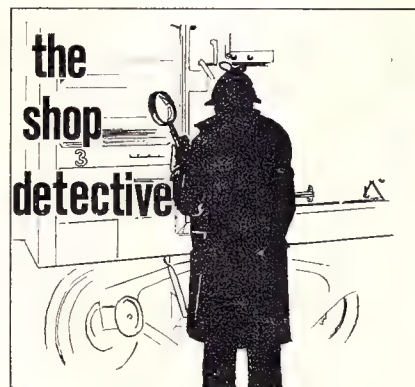
The big advantage of this plan for A.M.R.M. readers is that it will give at least ten (10) complete and different trains or fine scale brass and proprietary locos

a year on a 30 days lease basis, on each unit, free delivery to door, free return freight, free insurance in transit, free servicing and special bonus offers to "privileged subscribers".

"Privileged subscribers", we are informed by MINT MODELS, are those readers who by good handling of equipment aid prompt return of locos and sets correctly packed in containers supplied prove themselves to be qualified and reliable operators.

It costs A.M.R.M. readers only five 5d stamps to find out more about the plan and to receive an illustrated catalogue of train sets. (See application card this issue.)

This plan, based on easy monthly rates for leasing of units, will give selected subscribers use of spare money to build up their layouts whilst they run the best of equipment.



Well, as promised we have featured an all Australian Shop Window this issue. The products are all top class and we commend them to you for your inspection and support. There are more to be featured next issue. It is only by your support in buying these products that we can hope to create an Australian model railway supply source. So don't forget to give them all the encouragement in the world by "Buying Australian Made."

Haven't seen much that is new ... Mac Titcher's Dandenong shop is getting a facelift and expansion. One can now walk in and breathe out without knocking over the merchandise! ... Ralph Thomas' shop at Pymble is taking shape; has a working layout under construction.

For those of you owning the Tenshodo 0-6-0 switcher Mac Titcher has the Kemtron customising kits, either old time or modern at 49/6 each ... The Vanderbilt tender is also available; five guineas each at the same place ... Cal Scale loco parts cast in fine detailed brass from Hobbyco, Dockyard and Titcher's ... X2F type couplers and Kadee Magnematics are available with ramps from the Dockyard, price about 14/- per set of four. This price is only approximate as I noted them down but the bit of paper. Write or call for actual prices. ... There's a wonderful range of Japanese locos on the market today. Most hobbyshops have a good selection. However shop carefully as some are better than others — the locos I mean.

Those of you who follow the overseas magazines will have read of the new G.E. "Astrac" Train Control units. Well they are now available in this country. Will give you more details later. Incidentally Dockyard have good stocks of American, BA and metric thread machine screws, taps and dies. Write to them for detailed lists.

Members of the Southern Cross Region of the N.M.R.A. receive this magazine free.

JOIN NOW!

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" 304	Curved Trestle	3	3	4
" 301	Ballasted Deck Pile Trestle ..	1	9	3
" 302	Open Deck Pile Trestle ..	1	9	3
" 751	Timber Trestle	2	18	6
" 761	Deck Timber Bridge	2	11	9
" 762	Through Timber Bridge ..	2	11	9
" 351	Timber Tunnel Portal	1	9	3
" 352	Mine Head Frame	3	3	4
" 201	Early Day Flat Car	2	15	0
" 202	Early Day Gondola	2	16	0
" 781	Cattle Loading Pen	1	1	3
" 799	Narrow Gauge Ties with Template, 100 for	1	6	6
" 797	Ties for Turnouts with Tem- plate, 250 for	1	6	6
" 796	Standard Ties with Tem- plate, 100 for	1	6	6

Campbells Catalogue 9 pence each.

VALIANT MODELS (Lost Wax Castings):

Double Chcek Valve	5/9
Power Reverse (Large)	10/6
Standard Air Pump	12/-
Standard Generator	7/3
Power Reverse (Small)	10/6
Coal Pusher Standard	10/6
Headlight Sunbeam	9/11
Headlight Pile	9/11
Headlight Pile W/visor	9/11
Small Generator	7/3
Headlight Bracket	5/9
Mechanical Lubricator	5/9
Number Boards	11/-
Whistle (two types)	each 5/9
Single Check Valve	5/9
Tender Hatch	11/6
Metric Screws (available in 1.0, 1.4 and 2mm. sizes, suitable lengths from 2 to 6mm). Price, per packet	6/-

AMBROID:

Ambroid Open Clerestory passenger Car, 3 in 1 kits	£8	17	6
Ambroid Boston & Maine Snow Plow Kits	2	13	0
Ambroid Jet Pack for Spray Painting ..	2	5	0

ATLAS PRODUCTS:

No. 81	3" Bridge Piers	each	3/6
" 82	Warren Bridge Kit		19/11
" 700	Trackside Buildings (Set of 5) ..		66/6
" 701	Elevated Yard Tower		11/6
" 702	Trackside Shanty		11/6
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" 704	Signal Tower		19/6
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" 706	Passenger Station		32/9
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" 805	Illum. Goose Neck Lamps, 3 for ..		19/11
" 806	Illum. Highway Lamps, 3 for ..		19/11
" 807	Ill. Fluorescent Lamps, 3 for ..		19/11

HIGH QUALITY BRASS MODELS:

Penn or Great Northern Box Cab Electric Locos.	£33	15	0
Northern Pacific 2-8-2 Mikado	33	15	0
Canadian Pacific 4-6-2 Pacific	29	10	0
Canadian National 2-6-0 Mogul	19	15	0
Southern Pacific 4-8-2 Mountain MT-3 or MT-4	46	10	0
Santa Fe. 2-8-2 Mikado	33	15	0
Georgia Pacific 2-8-2 logging loco.	33	15	0
N.Y.C. 4-4-0 Painted ready to run ..	14	10	0
Swiss National Railways Electric Loco. Painted R. to R.	32	15	0

DEALERS ONLY! A.M.T. Customising Car Kits in 1/24 scale are now being imported and wholesaled by this firm. These kits are regarded as the finest of their type in the U.S.A. Enquiries will be welcomed.

ARTEX Plaster as used in John Wheeler's articles on how to make scenery. Available in 5 and 10lb bags price 1/4 per lb.

NIGHT CANE

by
**ALLAN
WARD**

This story is about a train that may well be unique in the world and which is not in its present form to be much longer with us. The Diesel may shortly spell its doom as it has many others.

Now, I will start by asking you to join us on the job, for a trip on the Night Cane.

The time is 10.35 p.m. and you sign on in the office under the water tank at Loco, and meet the engine crew. Mr. Frank Little and the fireman myself; the guard will be over later, Mr. Alec McDermot.

Our engine is the only steam engine past Lismore and is a Clatt T. Consolidation one of about 200 the Railways bought, or built, of this class.

Engine prepared, fire hot, tank filled, time to go, the guard Alec arrives, we are away, first stop Condong Mill to pick up a rake of empties.

Condong is $2\frac{1}{2}$ miles out of town and the line out runs alongside the road and is unfenced, so a 10 m.p.h. speed limit exists. On reaching the mill loop we pick up our train, equal to 18, plus a MHG Brakevan, Frank examines the train, tests the air and we are away again, tender first back to town.

Once Mur-bar is reached, Alec takes out a staff for the section to Burringbah, and passes it to Frank, and we're away again, the exhaust echoes through the hills, joined occasionally by the wail of the whistle as we whistle for a crossing along the line. Our speed along here is limited to 25 m.p.h. because we are running reverse, but still we make good time out to Stoker's Siding, then up to Farthing's Platform, then down into the tunnel and through to Upper Burringbah, then along the flat to Burringbah itself, we've got the road, so we drift on in. We stop here again, more work for Alec as it's an unattended station. Outside office hours, Alec, or whoever the guard is, has to change the staffs

and, if necessary, reset the road for the next train, in this case, us on our way back.

The road set, Alec brings up the staff, this one is different from our last one in two ways. Beside the section to which it applies, it is divisible and for our job, more important, it is a key staff, so we can unlock the siding at Crabb's Creek to change our empties for loads. By divisible, we mean it is possible to send two trains through the section in the same direction with a set interval of time between them to save delays and is used where long sections exist, since we only go half way and return, we take the whole staff on both pieces, the section is Burringbah-Mullimbimby so we're on our way again across the flats to Mobile, then up a short bank through another tunnel and we drift down to Crabb's Creek.

As we go past the siding, we take notice of how the trucks are loaded, a poorly loaded truck in the train may mean a lost load, or if it fell off in a cutting, or one of the tunnels, a de-railment, but this lot looks good.

The siding here is a double ended one and will hold equal to 40, there are 18 loaded trucks in there now, so we push our Brakevan and 18 empties in, making a total of 38 as the van counts as 2, we then cut off and run round the siding and back in on the loaded trucks and couple on. Alec uncouples the van from our old train and couples it on to the new one and then train complete. Frank once more examines the train.

Train examined, we pull out onto the main leaving the empties in the siding. Alec sets the road for the main and locks the points then brings up the

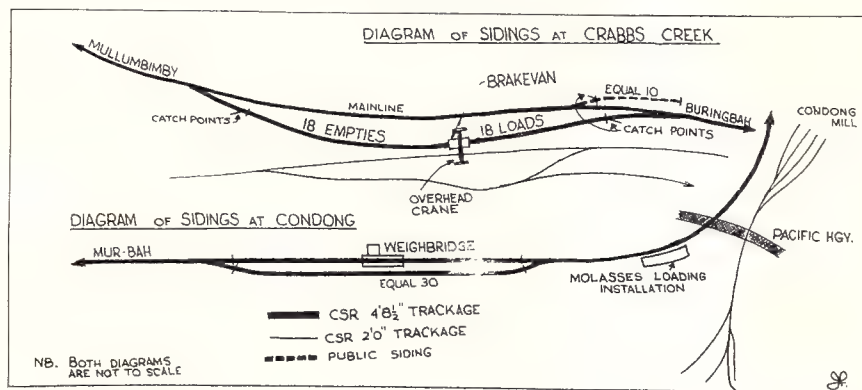
staff. Once he resumes the van and gives us the right of way, we'll be on our way once more, slower this time as though we are running engine first, 15 m.p.h. is the limit, so the cane won't fall off, for though tied down, it is still apt to slip off with the motion of the train.

They're heavy tonight and as we pull up away from the creek the throaty blast of the old girl echoes through the hills. Into the tunnel and then we crawl slowly down the other side. Frank, using the air now, no job for an amateur here, once down on the flat we loaf along under the moon around through Mobile and across to Burringbah and another stop. Here Alec is the worker again, he changes the staff, resets the road and tightens all the chains on the trucks and checks the loads. Frank and I have our crib.

Everything checked, the staff for the section in our possession, we are away again, but this time in earnest we crawl across to Upper Burringbah then the blast lengthens as we start uphill. No holiday this next stretch up to the tunnel, but then it starts to get hot.

Burringbah tunnel is on a rising grade and is a quarter of a mile long our speed has dropped from 15 to 5 m.p.h. and in the narrow confines of the hole we have 3 minutes at least of the old girl's hot breath, and it's no joke, I can assure you, even in winter with average loads; in summer it's hell, but it's over once we clear the tunnel and start the run down from Farthing's to Stoker's, once more the brakes are in almost constant use. Once down, we drift across to Mur-bah the road is clear and the Examiner's waiting, we slow further to 4 m.p.h. as we pass the Examiner while he feels the 'boxes, we surrender the staff then we crawl out to the mill again at 10 m.p.h.

Out at the loop we weigh the trucks, we had almost 350 tons tonight, plus the van, then we cut off and run up to the mill and pull the empties down into the other side of the loop, cut off again and push the loads up into the mill, pull the van back across the road, run back round the empties and push them down onto the van, then we pull the complete train back into the loop, uncouple once more and run back into town in the loco and another trip is over, but the work isn't finished, for Frank and I yet. We have to fill the tank, clean the fire, rake out the pan, empty the smokebox and stable the engine. Now we are finished, another day is just starting, but for us — bed.



RELAYS FOR MODEL RAILWAYS

Many modellers build fairly complex layouts, electrically or in size or both. Many of these railways use relays for different jobs, such as train detection, remote control, flashing lights, interlocking, etc. The following notes on selection, adjustment and maintenance may be of help to those readers who may find a use for these helpful devices.

Most disposal stores sell ex-P.M.G. and Service type relays either of which may be suited to your needs. The prices are from a few shillings to a pound or more. So they are worthy of some care and understanding. Now may be a good time to explain, simply, the workings of a relay. There are five main parts. (See fig. 1.) A coil, a core, a yoke, an armature and a contact arrangement of some kind to perform the electrical switching (a Tenshodo or Gem point motor is a relay as well as a motor).

When current flows in the windings of the coil a magnetic field is induced in the core, yoke and armature making them all an electro-magnet. Now a rule of magnetism is that like poles repel and unlike poles attract: i.e. A north would repel a north and a south would repel a south. A north pole would attract a south pole and vice versa. So, in the relay we have a pole on the pole face and an opposite pole on the armature. If the magnetic field is strong enough the armature will move to the pole face. Thus it is the armature that does the work in a relay.

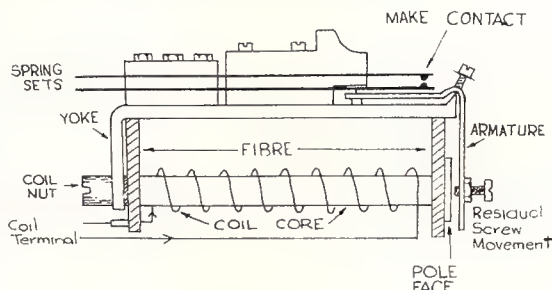


FIG. 1

case as it will prove that the coil windings are in good condition.

In Fig. 3 are shown the winding connections for a 3000 type P.M.G. relay with more than one winding. Any or all windings may be used to operate the relay. The winding should not be in electrical contact with the core. Some coils have a large piece of copper at one end. This is to make the relay slow acting (but only a few tenths of a second) so the effect may be mainly ignored.

By
R. J. HENRY

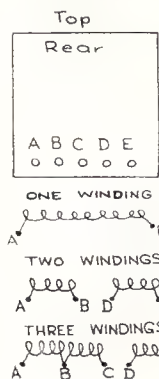


FIG. 3

Never file relay contacts as they have a self-cleaning action when operated; if necessary burnish them with a piece of smooth metal such as the blades of a screwdriver. It will help if you can mount the relay so that the wired part of the spring is vertical as this will keep the dust out of the contacts. The springs may be bent by gripping the base of the spring with a pair of pliers and bending it up or down as the case may be. The tension should not have to be altered and in any case is hard to do without a special tool. Most relays come in good condition and not much adjustment will be needed. Examine the spring-sets closely and you will observe how they are positioned. Try to keep to that standard if you make any adjustments.

Armature adjustment is mainly trial and error and is fairly simple. Note the residual screw or stud on the armature. This prevents the armature making close contact with the pole face and possible sticking. It can be wiped clean with a piece of cloth. Identifying numbers may be painted on each face. There is also a backstop on the armature which performs a similar function.

How, where and why you use a relay is up to you. The possibilities are endless. Perhaps readers can supply some circuits giving details of how they found relays could be useful. Figure 5 shows two such circuits.

NAME	APPEARANCE	CIRCUIT SYMBOL	LETTER
A BREAK			B
B MAKE			M
C CHANGE-OVER			C
D MAKE BEFORE BREAK			K

FIG. 2

The strength of the magnetic field depends upon the current in the coil and here it may be noted that the relay will stay operated on far less current than it takes to operate it.

We have shown in Fig. 1 the construction of a common type of relay and all other types are more or less the same. The main things you are interested in are the contacts on the relay and the resistance of its coil. In Fig. 2 are shown the four contact types normally met with, and their standard symbols and letters. Any or all types may be on any one relay or added to it if needed. They can be identified at a glance.

The coil resistance is normally printed on the coil. It may be shown in a number of ways such as 100, 100W, 100w, or 100. If the resistance is not shown have the coil tested with an ohm meter; this may be a good idea in any

The contacts on a springset will carry about 20 watts. (Watts = volts × amps). If a bigger load is to be carried then wire pairs of contacts in parallel as shown in figure 4.

FIG. 4

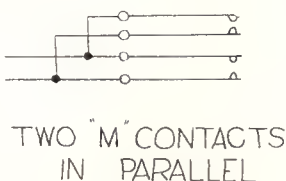
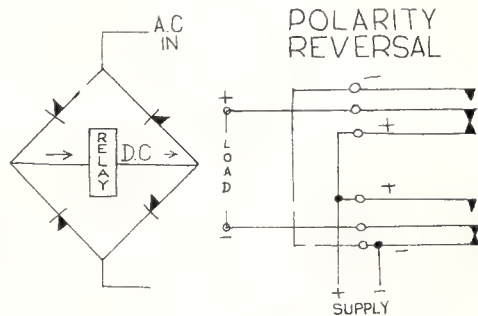


FIG. 5



"REALISM IN MINIATURE"

Complete your layout with a selection of H0 scale buildings and models from the world's largest and best assortment of model railroad accessories — the famous "Faller" line.

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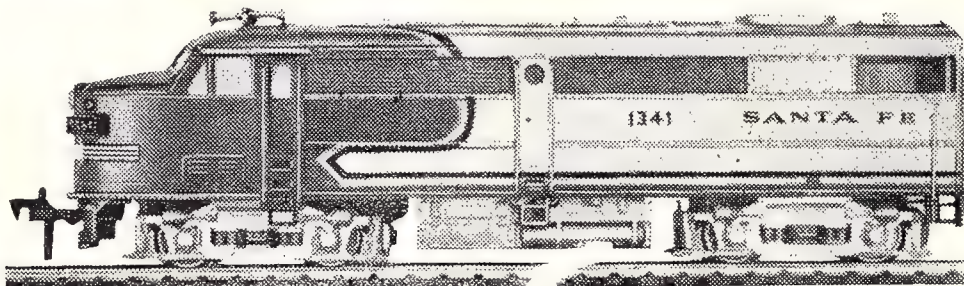
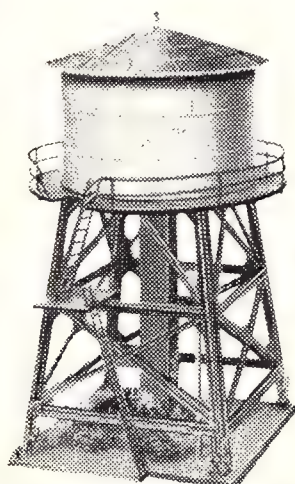
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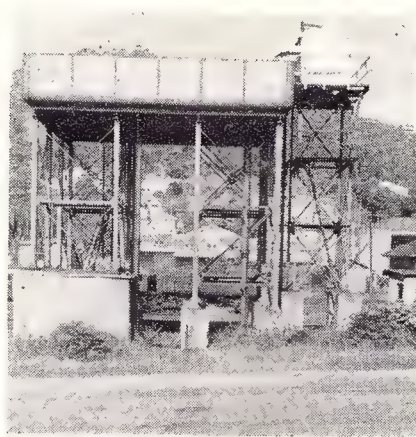
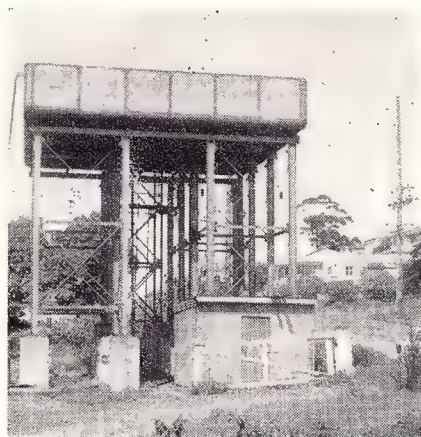
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WATER STORAGE TANK AND STAND PIPES



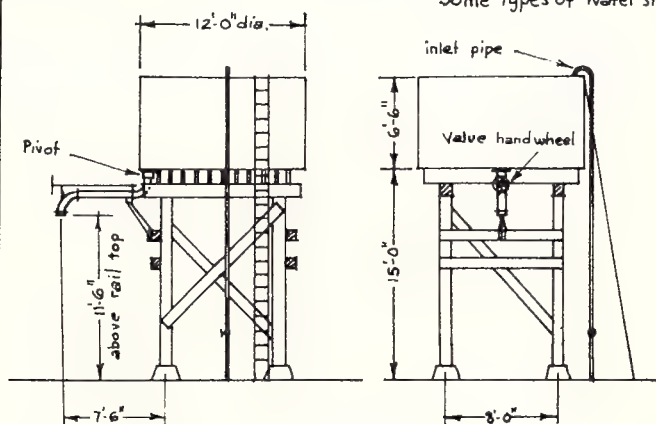
PLANS DRAWN BY
PAUL V. LEUVEN

PHOTOGRAPHS BY
DON TAYLOR

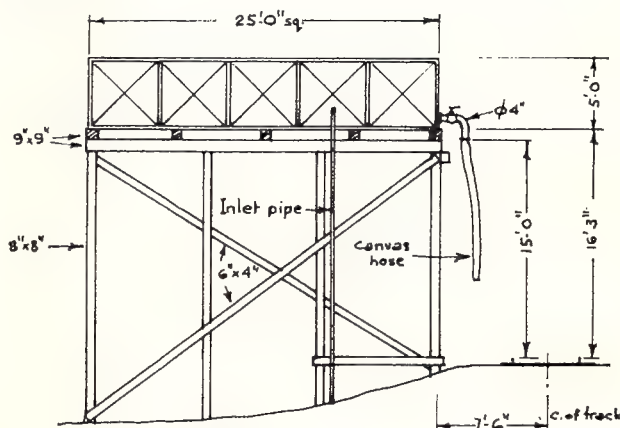
The accompanying plans show several typical Australian water towers which Paul Leuven has prepared for readers. When we received these plans we asked Don Taylor to photograph the Gosford water tower so that modellers could compare the prototype with the slightly simplified plans that Paul had sent. We feel that the photographs will be invaluable for modellers considering building these structures, as the fine detail can be added.

AUSTRALIAN PROTOTYPE

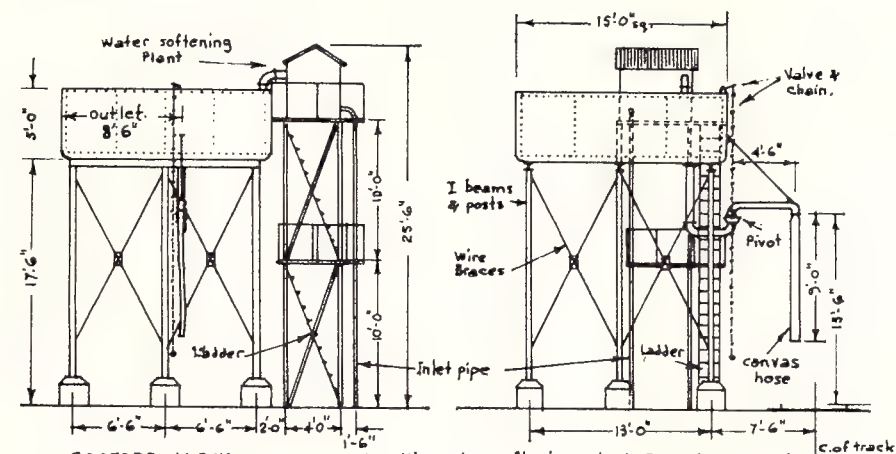
Some types of Water storage tanks and stand pipe.



Typical country type, with swinging pipe.

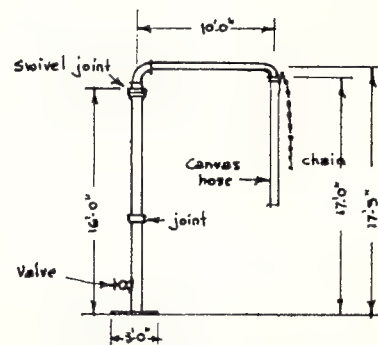


HOLBROOK, N.S.W. square tank on timber stand.
arm & hose on tank.



GOSFORD, N.S.W. Storage tank with water softening plant. Swinging arm & hose.

Scale foot. 0 5 10



ALBURY, N.S.W. stand pipe.
P.V. Leuven 11.3.63.



TOP LEFT: It's lunch time at the roundhouse in Victoria.

TOP CENTRE: A well detailed, freeland model of a Victorian Railway appearance. Built by Russ. Victorian Railway ballast hopper, built by Russ.

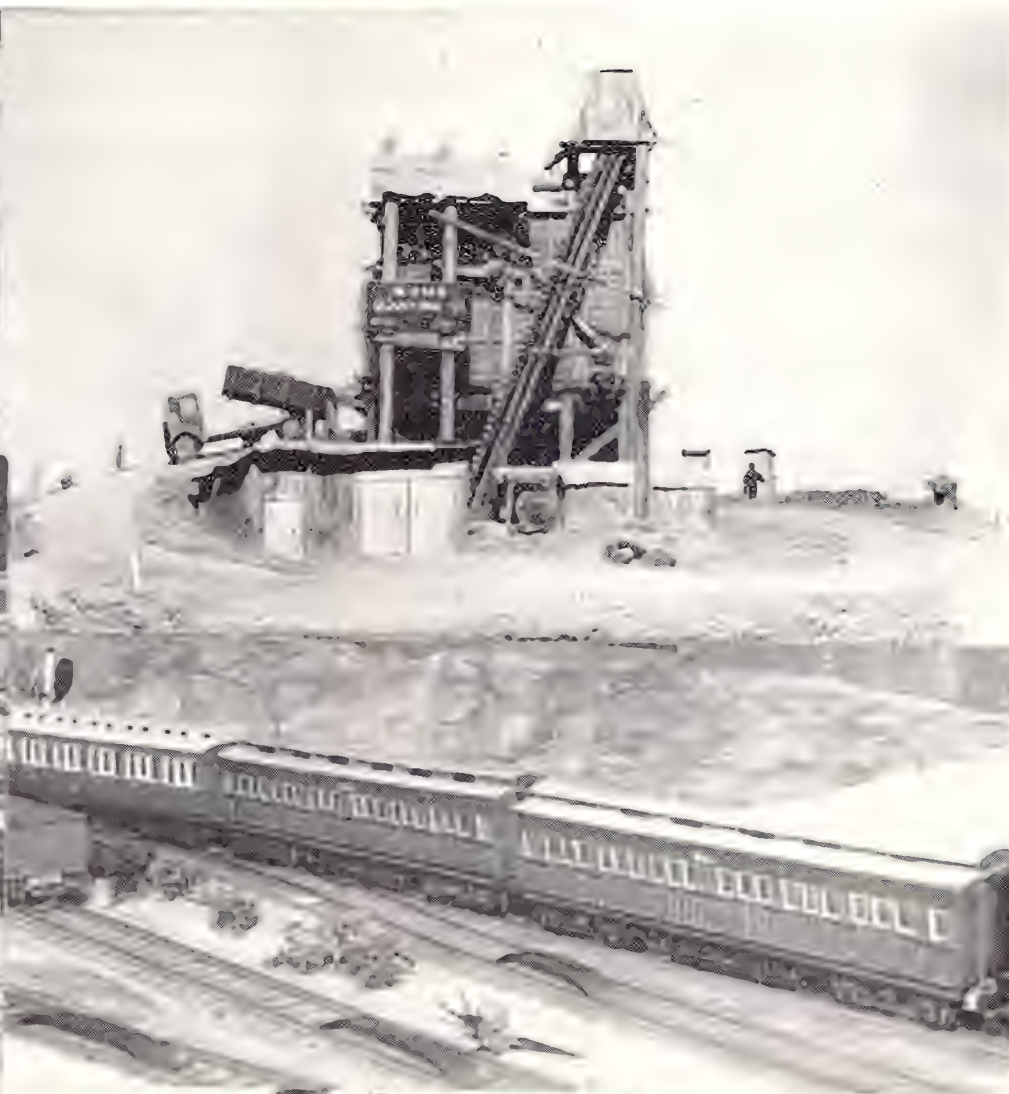
TOP RIGHT: Jim Blaney, of Mount Washington Co. structure from an actual prototype on TT scale.

CENTRE RIGHT: Victorian Railways AV 1000. Setting is on Russ' Gipsy.

BOTTOM RIGHT: An engine house setting. The buildings have been made from scratch.

CENTRE ABOVE: Coaling and watering facilities at Mac Titcher's Aruma & Merrigan.

BOTTOM LEFT: The Denver & Rio Grande. Note the dual trackage of the foreground on at the moment. Ian builds his own shows.



of Graham Gardner of Ferntree Gully,

atchbuilt 2-6-0 which has a Victorian
Siddall, of Hampton, Victoria. The
VN, and the caboose were also built

, Victoria, built the Nong Quarrying
scene in Melbourne. Jim builds in

or coaches were constructed by Russ
y Railroad.

Jim Blaney's TT railroad. All build-
his exquisite modeller.

2-8-0 camelback is being carried on
ilroad at Dandenong, Victoria.

f Ian Petherick in Hampton, Victoria.
d siding. Much construction is going
n turnouts as the jig in the front



Build a Water Tank for Your HO Gauge Railroad

In the days when steam was king the water tanks were a familiar sight along the railroad right-of-way. They were mainly located near railroad stations and locomotive running sheds, but in the western areas of the United States were often found as isolated structures.

The model, whose construction I aim to describe, is one of the water tanks found in the west, and by the condition of its timber it appears to have been standing for at least forty years.

The first stage in the construction of the model was to measure one of the matchsticks. This was found to be 1-11/16". Next the cardboard centre from a greaseproof lunch roll (I used Sorbent) was marked off for 1-11/16", and was cut off from the rest of the roll. It does not matter if the roll is distorted while cutting as it can easily be re-shaped.

Next, I glued the matchsticks to the cardboard centre, keeping the heads up-right.

Next a 2" square piece of balsa was scribed to represent the planks found on the prototype. I used a set square as a guide and lightly pressed the timber with a knife. Cement to the bottom of the tank as the tank base.

Then I cut a circular piece of balsa the diameter of the tank, scribed it and cemented it in place as the top of the tank.

Next a balsa "foundation" for the

tank was made 2" square. Upon this the eight legs of the model were stood.

With the glue dry on the legs, the next step was to fit bracing. The bracing was made from toothpicks suitably cut to size.

Next I took a piece of cardboard and cut it to an irregular shape except at the front where it is parallel to the track. This was the true base of the model and the foundation was glued to it.

By

JOHN S. WAY

I then decided to fit the bands which hold the tank firmly together. These bands were made from heavy adhesive brown paper cut to 1/8" wide, as in the photo. The fourth or top band was 1/4" wide. They were applied by moistening the adhesive backing and pressing them onto the tank.

The water spout was fitted next. This was made from an old ball point pen ink holder cut off at about 1" from the writing end. I marked back from each end a distance of approximately



1/4". At those points I bent them at angles of approximately 90° and 135°. To prevent them from straightening out again, I lightly touched them with a hot iron which slightly melted the plastic. The spout was then glued to the tank base and matchsticks were built around it to support the spout. A piece of cotton thread was then tied near the water outlet of the spout and then was run up to and under a couple of matchsticks which were cut to size, and glued near the top of the tank above where the spout is supported.

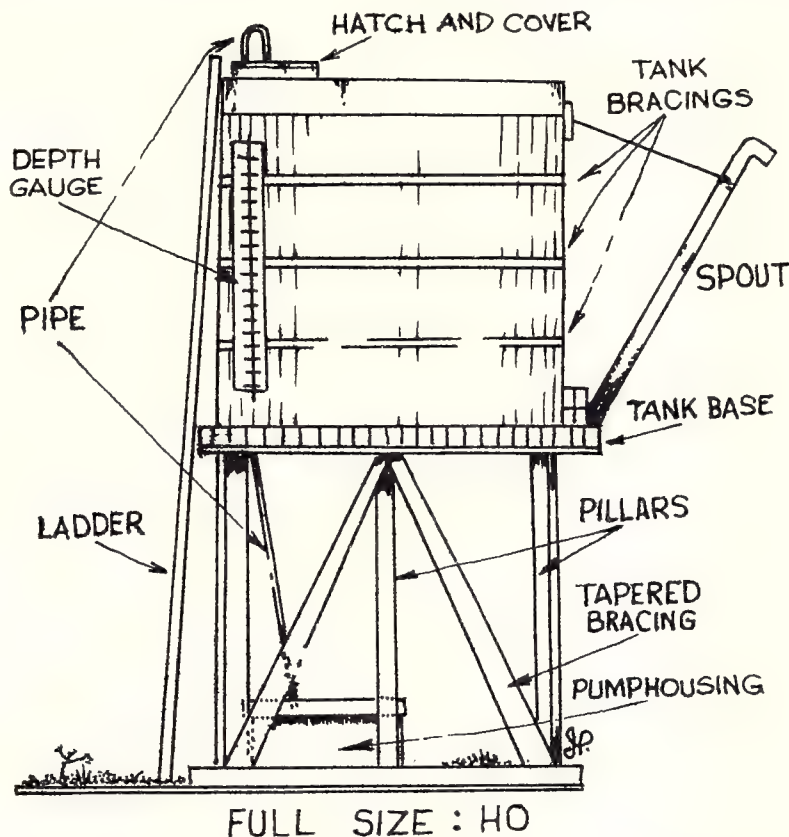
Other details to be fitted were the skirting around the bottom of the tank base, this being made of toothpicks suitably cut to size, and the pumphousing underneath the tank. (The water around those parts came from an artesian bore.)

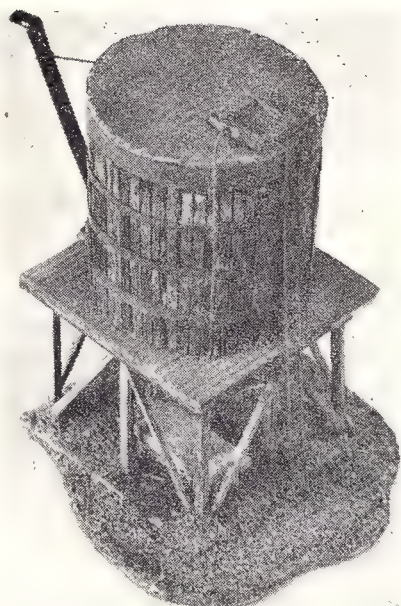
The pumphousing was made of balsa which had been scribed. The dimensions were: for the roof — 7/8" x 7/16", the sides 13/16" x 1/4" and the ends 1/4" x 1/4". The roof is flat and has a groove down the centre, so it can open up for maintenance of the pumps.

With the pumphousing cemented into place on the model, the next step was to paint and weather the main details. The two colours used were black and tan. I used one part by volume of black to three parts by volume of tan. This was brushed with a fine brush over the tank walls, top, base, legs and bracing. This, when dry gave a very realistic weathered effect to the variable coloured timber.

After the paint had dried on the tank and legs, the next step was to paint the water spout and the cord which raises and lowers the spout. These were painted black. While the paint on the spout was still tacky, it was rubbed slightly with a piece of paper to give a rough finish.

As mentioned earlier, this tank gets its water from an artesian bore. With the pumphousing glued to the founda-





tions the next step was to run a water pipe from the pumphousing up the side of the tank to the top where the pipe curves over and enters the tank. The pipe was made from scrap copper telephone wire. This was painted aluminium, but in places has had the paint rubbed off to represent rust.

A depth gauge was also fitted to the model at this stage. This was made of copper wire painted aluminium. A red background graduated in scale feet was placed behind the gauge. This was made from adhesive brown paper as was used for the bands around the tank, but was painted red and when dry graduated in scale feet with a black ball point pen.

Next a ladder was added which was trimmed to size and glued at the cardboard base at the bottom and the tank wall at the top. A manhole was placed at the tank top. This was made of matchsticks for the edges and wood from a matchbox for the hatch. The hatch was scribed along the centre to give the appearance that it hinged upwards at both sides. With the remainder of the weathering paint I painted the hatch, the boards around it, the pumphouse and the bands which hold the tank together. The last mentioned, because it was paper and not wood, gave a different weathered effect when dry. The bands looked like almost completely rusted iron.

The last stage was the application of flock powder around the base of the model. I used Faller's grass and forest (vegetable) greens and field brown. The colours were shaken through a tea strainer before application to remove large particles and were fixed to the model with cement. The brown predominated, but greens were allowed where moisture might collect, e.g. underneath the tank. Use the bright grass green sparingly.

The model will form an interesting structure for your pike. It does on mine. I hope that the artesian bore water does not turn hard or I will have to add a water treatment plant to the model.

OLD LAMBTON RAILWAY CLOSES

Thought you might be interested in some news of the passing of a small railway line at Newcastle. This private line is only about 2½ miles long but can boast of 101 years of service to a number of small pits in the Lambton area.

The track was laid in 1862 by The Scottish Australian Mining Co., but after the old Lambton mine closed down in 1936 and coal orders started diminishing, was bought by the A. Hough Delivery Company. The line has never owned any locos, but quite some years ago the Mining Company employed horses to "shunt" the hoppers at the pit ready for a N.S.W.G.R.'s engine to pick them up.

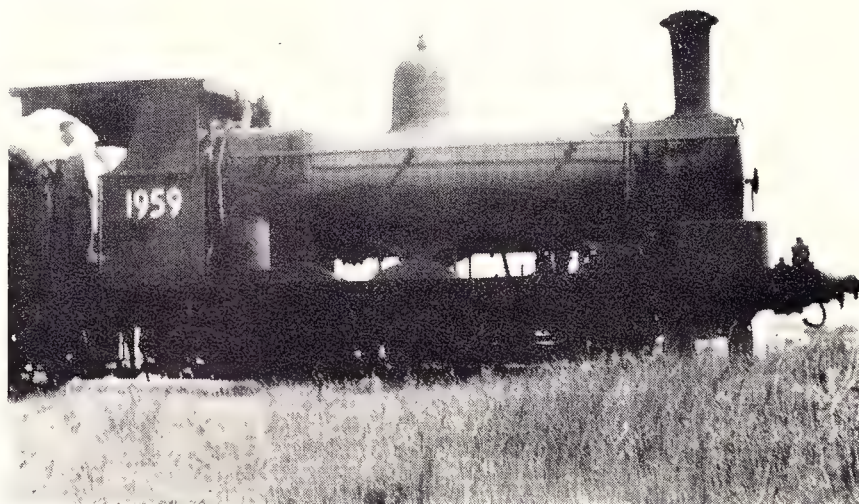
Loco 1959 (N.S.W.G.R.) left Port Waratah at 8.15 a.m. on Friday, November 18, with a load of 47 antiquated, empty hoppers and a guards van, to rock along the old bull-head rail to the "Pit-Paddock" at Lambton. In recent times the traffic has dwindled to average about 2 trains a week, but in its heyday, about 5 years ago, the average was something like 5 trains per day. But lack of coal export orders forced this line to close.

Television cameramen, newspaper reporters and, of course, many "just interested" people were there for this solemn little occasion. From the map can be seen also the old "Gully Line".

Photo No. 1 is Engine 1959 on its way back to Port Waratah after delivering its load for the last time. Number 2 is the train on its way out.

Workmen are now in the course of tearing the track up.

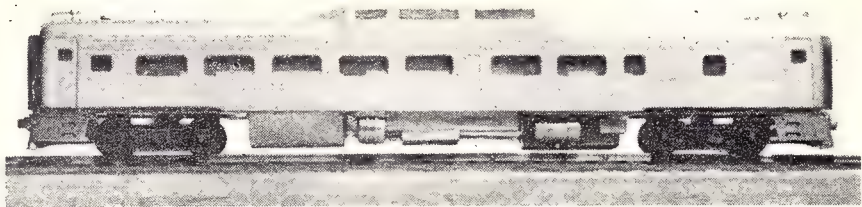
—MICHAEL CHESTERS.



BUDD R.D.C.
IN
2mm SCALE

Here are the plans of Paul Leuven's Budd R.D.C. as promised last issue. Brief construction details are as follows:

The under body has the details of the prototype and are all made of brass. The tanks are turned and other parts



are of wire which is bent and soldered on. The model is complete with cow-catcher, collision post and couplers.

The motor drives the main floating shaft via gears. This shaft has a lead fly wheel which is essential to keep the shaft from wobbling and the gears together. The end bearings are part of ex-Lone Star locos. The drive from the shaft to the wheels is by rubber bands.

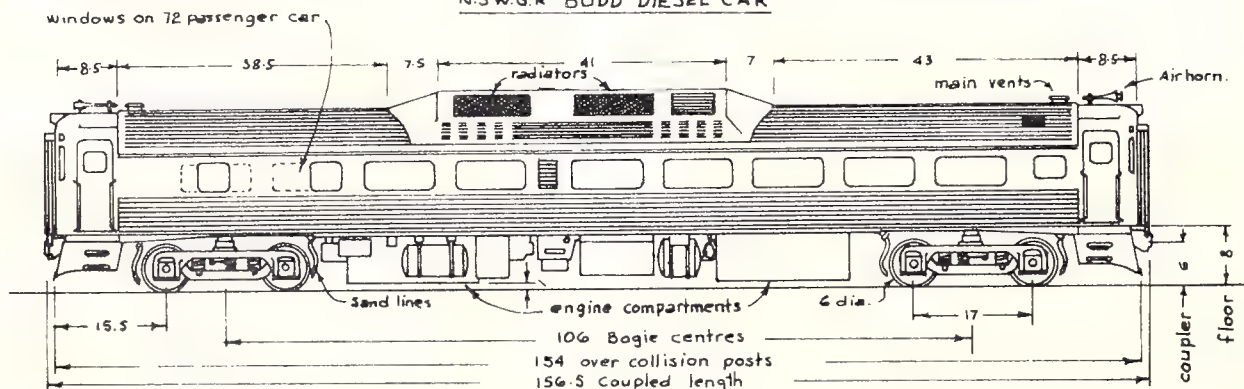
The body is made of wood. The roof is carved out of maple and the radiators are embossed in. The sides are made from 1 mm ply, the ends, including diaphragms, are of built up 1 mm ply. The fluting of sides and roof has been done by embossing it with a ball point pen.



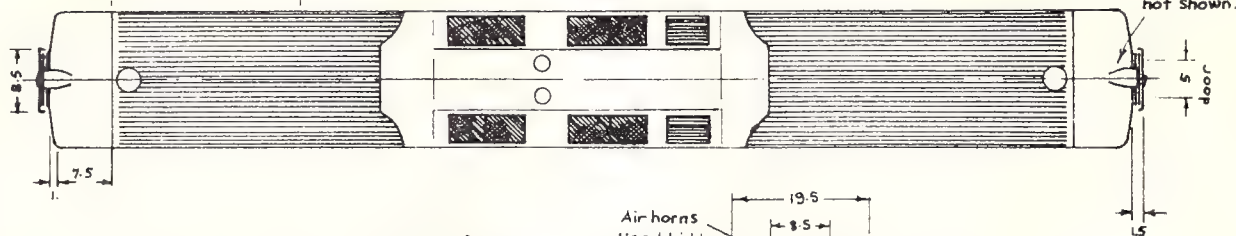
AUSTRALIAN PROTOTYPES

N.S.W.G.R. 'BUDD' DIESEL CAR

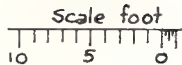
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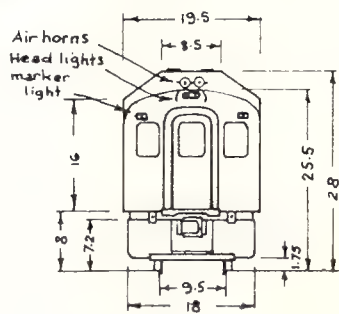
luggage. →
72 passengers Car
has in this space
two more windows.



Dimensions in m.m.

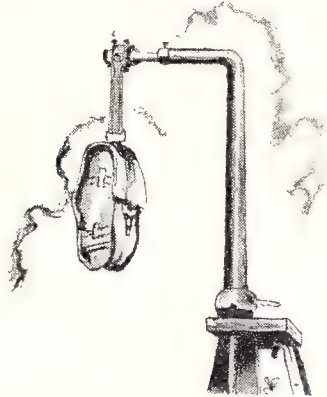


"Budd" Diesel power car Code P.H.B.
60 passengers 2nd class, 2 ton luggage,
Air conditioned. Car No's 1141 to 1142
Powered by two inclined engines of 300 h.p.



Drawn to 2mm Scale
by P.V. Leuven 2-8-68.

MAIL BAG



Sir,

Today I received my copy of your magazine and the article on building an 18 class 0-6-0 T prompted this letter.

I have, for two years now, wanted to scratch build a locomotive. My problem is that I cannot obtain suitable plans giving a few critical dimensions. I subscribe to two British magazines, two American magazines and an Australian magazine; in the last 16 months the number of loco plans published in all could be counted on the fingers. Those that have been published are of locos suited to a very limited number of layouts.

It occurs to me that there are many modellers in Australia with this problem who would appreciate publication of some standard loco plans. My interest lies mainly in light motive power because of my small layout.

Having gotten this complaint off my chest may I say that I always enjoy the Shop Detective and the Shop Window. I also enjoyed the articles on scratch building structures.

Hoping you can do something about this.

P. HEMSWORTH.

Hill End, Q.

Sir,

I would like this to be an open letter that all your readers, both members of N.M.R.A.'s Southern Cross Region and non-members, can learn that the magazine has been responsible for an increase in the popularity of the hobby and has gained new members for the S.C.R.

Since the Booster was incorporated in the A.M.R.M. and the new magazine went onto the newstands and into the hobby-shops, the work put into it by you as the Editor, by others on your staff, by the contributors of articles and photos and to the printer in particular, must take up a great deal of time and hard effort. That this effort goes on all the time, whilst having to carry on the usual professions and jobs, is probably overlooked by the majority of readers. This makes the S.C.R.'s magazine even greater.

My own task has been helped considerably in obtaining new members for the N.M.R.A., as quite often the magazine has been responsible for "making the point", whilst telling the prospective member of the benefits of membership. For this, I must thank all who help in the magazine.

Please keep up this good work, and to you the Reader, I ask that you, too, increase the good work by sending in articles and photos, of bringing the

magazine to the notice of those interested in the hobby, and others.

To the Advertisers, I say that you have a fine medium, so use it well, and often.

To those who are just subscribers to this fine magazine, I take the opportunity to ask you to join the N.M.R.A. and the S.C.R. in the future or better still, right now, and have this publication sent to you free along with all the benefits of the N.M.R.A. It only costs £2 per annum or £8 for five years at a time. Write to me for an application form or send the money with details of your layout and type of equipment and I'll fill the form in for you.

F. A. MAXWELL,
Membership Chairman.

11 Dempsey St., North Ryde.

Sir,

I venture to suggest that the man who purchased the components of a model railway, very frequently came into the fascinating hobby per medium of the humble Tri-ang or Hornby train-set in the first instance.

I cheerfully admit I came into the pastime after I found myself with a Tri-ang train set on my hands, just over three years ago. Of course the wheels are out of scale to NMRA Standards; not a very difficult matter to rectify. It has been stated that both the Tri-ang and Hornby locomotives travel at out of scale speed.

I have also found — not a profound finding, of course — that when really "run in" my Tri-ang and Hornby locomotives are very respectable performers. To quote two examples, a Tri-ang "Princess Elizabeth" at the head of six five and a quarter ounce passenger coaches travels steadily over a 30 feet seven inches of track averaging a time of four minutes 17 seconds per circuit.

A Hornby "Castle", with the same train, was approximately five seconds faster. Five times around the track, with the control not touched. For information, the "Princess" is a 1962 vintage weighted to 16½ ozs.

A Hornby Co-Co has a better performance with seven Tri-ang box cars and caboose, all up weight thirty two ounces. Give encouragement to the operator of the lower priced equipment; he obtains infinite fun from his plant, and helps to build up the numerical strength of the hobby devotees, and the model railway clubs.

J. MCCARTHY.

Alice Springs, N.T.

Sir,

I was wondering if you could find some space in the magazine for an offer I wish to make to all members?

I have been collecting model railway and related information for years and I have a reasonable collection consisting of over 1,000 locomotive and rolling stock plans. Information is on Australian, English and, mostly, American.

As well I have text books on civil engineering mostly the older ones with some good information on trestles, bridges, etc.,

Should members be interested in this information I would be pleased to make it available.

They would be free to call on me at any time and I have a large drawing board at their disposal should they find anything of which they wish to make a drawing.

K. E. MULHALL.

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UL 3781.

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B29—Church with Spire	7/9



HO/OO GAUGE — Low Relief, ea. 7/9

C1—Hotel, Insurance Co., Cafe
C2—Cinema, Post Office, Chemist
C3—Three Modern Shops
C4—Colonnade of Shops

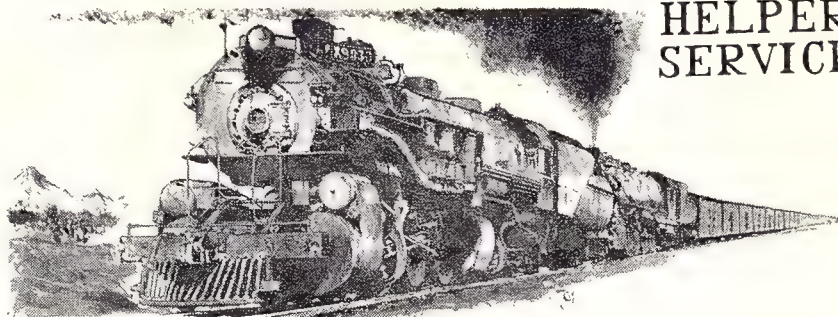
TT GAUGE SERIES

TT1—Side Station Platform	6/6
TT2—Side Station Building	7/9

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TRADE ENQUIRIES INVITED



HELPER SERVICE

Modellers. What are your problems? Write to this magazine and we will endeavour to put you on the right track.

Q.: Can you tell me where I may obtain plans for loco building without going to the expense of buying "The Steam Locomotive Encyclopaedia" or similar? Does anyone in Australia print or supply loco drawings individually?—*P.H.*

A.: Perusal of The Market Place this issue may help you with the first part of your query. Also, S.C.R. Publications Plan and Print Service will endeavour at all times to supply readers with individual plans of the locomotives they require when we can obtain working drawings from the Railway Department concerned. Please, what plan or plans you would like to obtain?

Q.: Would it be possible to operate four Tri-ang points with a Marklin control panel (Cat. No. 7072)? Also would it be possible to convert a Marklin (Cat. No. 3069) diesel locomotive to 2-rail operation.—*B.F.*

A.: Yes. With quite a deal of model railroad equipment. It is entirely feasible

to overlap brand products and obtain the best of many worlds. Point switches must be of the passing contact type, i.e. the circuit is closed as the switch toggle or button is operated and in the spring loaded positions of rest the circuit must again be open. The coils of point motors do not have a very high resistance and overheating will occur — and aggravating 50 cycle growl will continue — if the circuit remains closed.

The circuit breaker of most proprietary power packs will open due to high current consumption if the contact of a point switch is anything but a passing one. Modellers should carefully avoid any point switch which does not have positive spring loading to the positions of rest, but equally the actual switch lever should not be flicked over, but moved steadily with a comparatively firm grasp; this latter point applies particularly to Dublo, Tri-ang and Hammant & Morgan point switches.

Readers are referred to N.M.R.A. Data Sheet D7c.2.

Now to your second question. First by installing rectifiers to select polarity to either field winding, as described in the Australian Model Railroad Mag. No. 4 for Oct./Nov. 1963, or by entirely removing the Marklin field windings and reversing unit, and converting to conventional permanent magnet operation.

As this particular locomotive has a small superstructure, it may well be easier to follow the latter course, but the result depends very greatly on the skills of the operator, and follows a path of no return, in that much of the original Marklin design has to be completely altered. Aside from obtaining a suitable magnet, there is some really accurate fitting and machining to be done.

Marklin locos are generally worth the trouble of this conversion as the armatures and brush gear are extremely well designed, however the total cost should be carefully considered, as it may well be that the gear train is worn, and it would not be worth the effort of conversion unless the owner was prepared to make the whole model as new.

Having made this conversion as outlined, the loco will still be a three rail one, with flanges and wheel contours peculiar to Marklin. The user can of course use standard Dublo three rail track and power packs, but Meccano Ltd. have announced that no more three rail equipment will be manufactured. Conversion to two rail operation will involve insulating one side of the wheel system, and as this model has only connecting rods, but no pistons or valve gear, this is by no means an unsurmountable task.

Re-contouring the wheels to operate on N.M.R.A. standard trackwork and points is also worth while, and the reader is referred to advertisers' announcements in this and other issues of the magazine.

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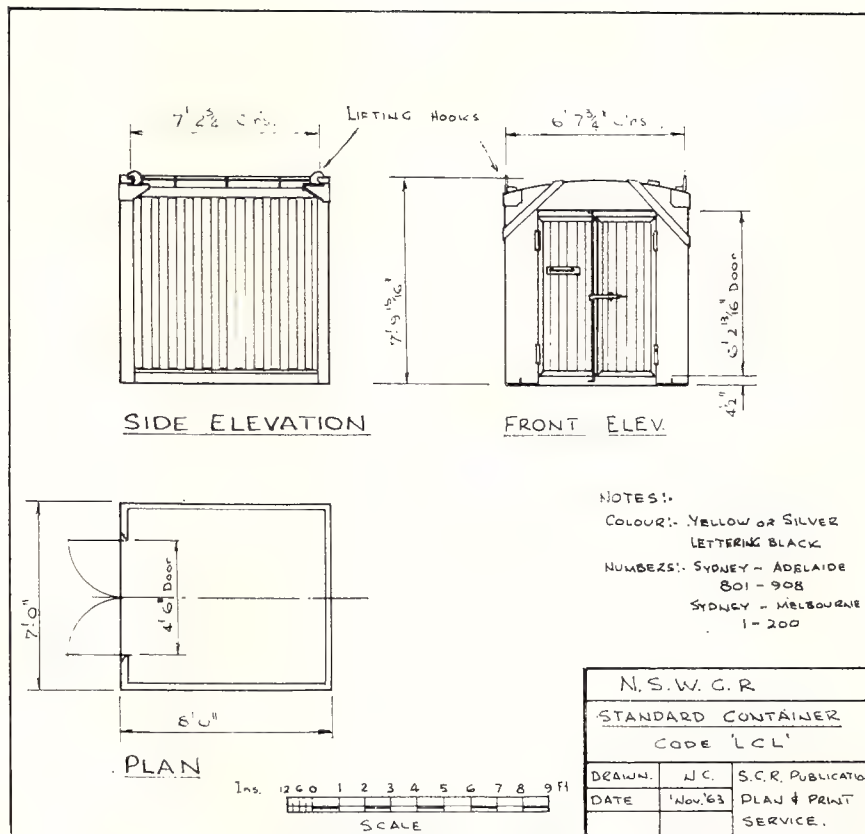
BUILD A CONTAINER

How about something different for your freight train — a Container Car. Actually this type of equipment is nothing more than a flat car carrying six containers. These containers, in prototype practice, are part cars, they were designed to carry less than car load (LCL) shipments, rather than use a partly filled freight car. Another feature of the container is that it can be loaded at the shippers establishment, trucked to the railway, hauled to destination, reloaded to a truck and carried to the consignee's place of business without the necessity of being opened or disarranged. As you can readily see, there is little opportunity for loss or damage to occur to the property during transportation.

We mention the prototype so that those who are not familiar with such a car will have some idea as to the type of service to which this class of equipment is assigned. The closer you can operate your model railway to actual practice the more enjoyment you will get out of your hobby. Don't you agree?

Our plan is of the LCL Standard Container and plans for the FME Container Wagon were published in the August/September, issue. Now down to the construction side of the containers.

Firstly shape a length of wood (Parana Pine is best) the same shape as the end of the container, making sure to get the proper roof curvature. Next cut off the containers to the required sizes till you have the required six. Sand all sides of the wood with a fine grain sandpaper, making sure not to "round" any edges. The next step is to start adding the ribbing effect, using a good grade bristol board. The door end should be detailed first and then the opposite end, followed



by the two sides. Use a good glue for bonding the board to the wood and I personally use a P.V.A. glue for the best results. All measurements for the ribbing can be taken from the drawing, according to the scale you are working in. Whatever you do don't forget the hooks on the roof, which can be bent from wire and pushed into pre-drilled holes in the roof. Door latches can also be constructed by using a thin wire, as with the door hinges.

Paint the whole of the containers with a suitable paint, that will seal all surfaces (I use a grey lacquer undercoat paint), then paint the containers either silver or yellow, according to your own tastes. Lettering can be done by hand, though I favour transfers.

You can either place these containers

on the flat car and let their own weight hold them there, or else you can glue them to the car.

A few of these cars will add "colour" to your tonnage freight. If possible use a gantry crane (Kibri) or an overhead crane (Airfix) to transfer these containers from truck to wagon or in the opposite way.

Say would that make a swell photo to add to the Scenic Route. Well, why not try it and see how realistic a "transfer picture" you can get, whether from car to car or to a highway truck. Sure, we'll publish it! Incidentally, we will be looking for those container cars in other pictures you send us of your model railway. How soon will yours appear?

by F. G. GILL

FOR THE PROTOTYPE FAN

The monster depicted is lying at the Alice Springs railway yards. Colloquially it is known as the "Coffee Pot". It is not now operative. It is one of quite a large collection of articles of historic interest that the Historical Society and Northern Territory Reserve Board have accumulated over the past three years. Thought to be the only one of its kind in the world.

DATA

BOILER PRESSURE: 170 lbs.
 CYLINDER DIAMETER: 6 1/2 ins.
 STROKE: 10 ins.
 TRACTIVE EFFORT: 2128 lbs.
 DIA. OF DRIVERS: 27 ins.
 COAL CAPACITY: 840 lbs.
 WATER CAPACITY: 575 gallons.
 TARE WEIGHT: 21 tons 18 cwt. 1 qtr.
 MAX. SPEED: 24 m.p.h.
 LOCOMOTIVE SECTION: Built by Kitson & Co. Leeds, Great Britain.
 COACH SECTION: Built by Metropolitan Amalgamated Britannia Works, Birmingham, Great Britain. Passenger Capacity 22; Crew of three. Built 1905.

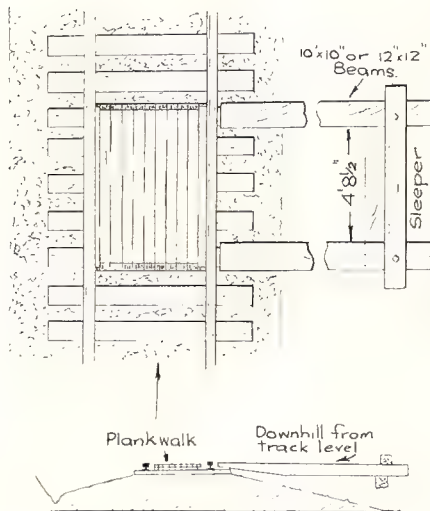
Photo John McCarthy ►



FOUR CORNERS

SIDING FOR MOTOR SCOOTER OR HAND TROLLEY

By F. G. GILL



Forgotten on most model railways are the wooden sidings for motor scooters or hand trolleys, used by gangers for their maintenance duties. The illustration is self explanatory, and the length of the siding can be made to suit the space available on your layout. Notice that the timbers are set on a downward grade away from the track level so that a trolley cannot by force of gravity roll out onto the main line.

STONE OR CONCRETE CULVERT

By F. G. GILL

Culverts serve as private thoroughfares under high-speed main line tracks and they also span streams that are too small for bridge construction. The size of an individual culvert is determined by the maximum amount of water flow at certain times of the year, such as the rainy season. In bygone days most culverts were masonry; nowadays concrete is generally used.

Here is a typical culvert that can be painted to represent concrete. It is a cube of wood that has been drilled and cut in half as shown. The two halves glued together form a single track culvert. The sizes of the cubes and diameters of the holes to be drilled are as follows for each gauge: O, 3½" cube and 2" hole; S, 2½" cube and 1½" hole; and HO, 1½" cube and 1" hole. The holes are drilled with an expansion bit before cutting the cubes to size. O and S gauge cubes are cut from a length of 4x4 and the HO cube from either 2x2 or 2x4. For those who would rather build a culvert from wood strips and cardboard, an alternate method is shown in the sketch.

PROGRESS

In the year 1892 the first railway was built in Thailand from the capital Bangkok to Nakhom Ratchasima and for the next eight years finance was sought to build more tracks and acquire rolling stock.

During 1900 enough money was obtained to complete the planned railroad. Up until the railroad period all travelling within the country was by boat or barge along the tributaries of the Chao Phraya River.

As the railroad progressed all equipment had to be taken with them, as it was impossible to work too far ahead, because of the swampy nature of the countryside and that very few roads existed.

Today many types of steam locomotives are still used; Baldwin, Japanese, Hanomag Pacifics; Baldwin, Japanese, MacArthur Mikado's; Swiss Consolidations; various 0-6-0 switchers and 2-8-2 + 2-8-2 Garratts.

The Diesel electric is slowly taking over from steam, with various units within the 500—1400 BHP range with 440 BHP diesel hydraulics being used for yard shunting duties. Diesel railcars are used on short haul passenger service; also, there are many coaches for 1st, 2nd, 3rd class travel. Few Thais own cars, so passenger travel in this country is quite heavy. The King has his own personal day and night saloons which he uses quite often.

There are quite a variety of wagons; hopper for the transport of rice crops; flat, well and box cars for haulage of timber, timber products and agricultural crops; refrigerator vans for dairy products; hopper wagons for the movement of manganese ores and for the 170,000 tons of rubber produced annually any wagon that can be utilised.

ELLIS W. THORNLEY.

New Locomotives for Marree-Alice line

An order for the first Australian-built Sulzer-engined diesel-electric locomotives has been placed with a Sydney engineering firm.

Commonwealth Railways have ordered three 1400 h.p. locomotives from Tulloch Limited, Rhodes, for use in Central Australia on the Marree to Alice Springs railway.

Mr. Kenneth, C. Humphreys, chairman of Tulloch Limited, announced receipt of the Railways' contract last week.

The Commonwealth Railways already have in service 14 British-made 955 h.p. Sulzer-engined locomotives.

The Australian-built Tulloch-Sulzer locomotives will handle the expanding traffic of the 3ft. 6in. gauge Marree to Alice Springs line, much of which is transhipped overland along bitumen road to Mt. Isa in Western Queensland.

The locomotives can be used in multiple, together or with existing 955 h.p. locomotives, for the heavier traffic which is anticipated.

Weight of the new locomotive in working order is 69 tons, carried on two bogies of three axles all of which are driven.

This is the maximum axle-loading set for this line.

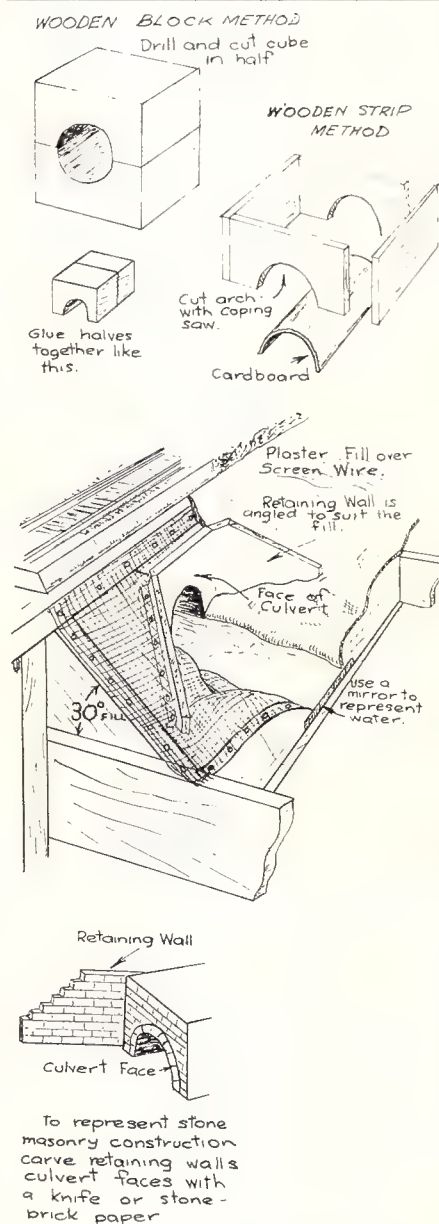
The bogies are of special design for narrow gauge railways to reduce wheel and flange wear.

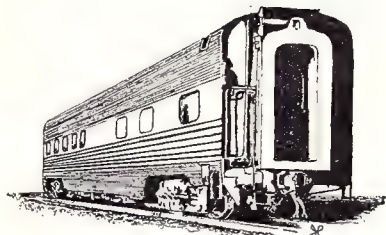
Because of the severe dust conditions in Central Australia, particularly along the Simpson Desert, the Tulloch-Sulzer locomotive will be supplied with filtered air under pressure to exclude dust.

Maximum speed is 60 mph.

Value of the contract is approximately £350,000 and it will be completed within twelve months.

(From Centralian Advocate).





CLUB CAR

To Club Officers: These pages are available for the dissemination of news about your societies. Brief news about activities will be welcome for these pages. Closing date is fifteenth of month prior to month of issue.

N.M.R.A. ACTIVITIES Eastern Division

The February meeting was convened at the home of Frans Persson. A large attendance by 45 visiting Model Rails can only be attributed to Frans' spreading fame as a superb scratch builder.

Visiting Queenslander Clive McTaggart divulged production plans of his forthcoming line of rolling stock.

The "Clinic Session" was conducted by Frans on the method of soldering brass. An excellent afternoon tea was provided by Frans' wife Betty who, incidentally, is to build a 000 gauge layout in a coffee table.

Ralph Thomas was host to the March Divisional meeting which was well attended by members and visitors. Visiting member John McCarthy from Alice Springs spoke to a group of attentive modellers about the Commonwealth Railways running to Alice Springs and the many problems caused by flooding in various places on the route.

John Wheeler had come back from Melbourne with several items he had bought from the shops whilst he was there. The "clinic", now becoming a regular feature of our meetings, was conducted by Ralph who answered many queries about obtaining the best operation from locomotives and allied equipment. Ralph and his charming wife are to be congratulated on a wonderful afternoon for the members.

When members arrived at Keith Bell's home at Bass Hill for the April meeting each was handed a pass to travel the "Barren Creek Railroad".

Modelled in the glitter of the late 1890s and 1900s the B.C.R. is modelled on New York Central prototype.

Astounded visitors gazed at the wealth of detail that has gone into Keith's pike. The scenery stole the limelight with its realistic appearance.

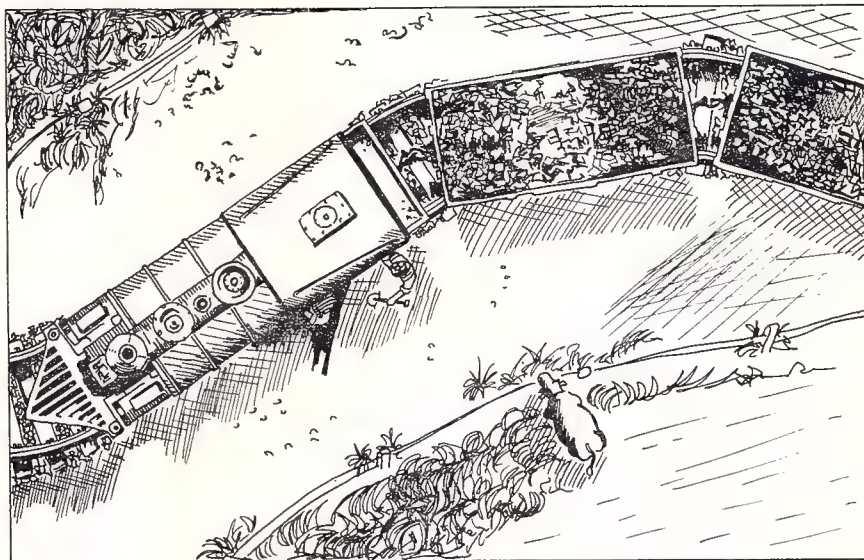
Keith's modelling is one of the best we have seen and the gorge with its trestle is a prize winner.

After the serving of refreshments and general discussion of railroading, President Basil Hammersley dealt with the correspondence and presided over a discussion over the forthcoming regional elections.

Out on the lawn again Keith gave an interesting clinic on his method of constructing scenery with plaster.

A vote of thanks to Keith and his wife for a fine afternoon.

SANDBOX SAM



Coal, Coal, Everywhere and not a drop...

Sunshine State Division (Queensland)

The February meeting was held at the home of Mr. G. Gilby at 2 p.m. and was reasonably well attended, the March meeting is the first meeting for which we have departed from our normal practice of meeting at members' homes with a meeting at the Yeerongpilly Loco Depot, after which we will have a conducted tour of the facilities there. This will be on the 14th of March.

Other meetings forthcoming are listed below:

9th May, 2 p.m. at the home of Mr. A. Smith, 12 Coates St., Morning-side.

6th June, 2 p.m. at the home of Mr. P. Leuven, 23 Grey Rd., Hill End.

**MORE PHOTOGRAPHS ARE WANTED
FOR THIS PAGE OF THE DOINGS
OF MODEL SOCIETIES.**

It is expected that a new branch of the Division will soon be formed in the Cairns district, also nominations will be called on the 9th May for new officers of the Division for the coming two years, as no officer can hold any of these positions for more than two years and as the present officers have held office for the past two years they cannot stand again.

Present officers of the Division are:

Inala, Division Secretary Mr. Dan Sheehan, 68 Mearns St., Fairfield.

Division Treasurer Mr. Alf Tuxworth, 65 Nearra St., Deagon.

Division P.R.O. Mr. Gordon Anderson, 6 Yarrala St., Chermiside, all in Brisbane.

Saturday of each month in the homes of members and visitors are at all times most welcome, any further information available on request from any officers or members of the Division.

CENTRAL COAST MODEL RAILWAY CLUB.

Hon. Sec. Leonard H. Dodds, 4 Adelaide St., East Gosford, N.S.W.

An interesting example of how a body such as the Central Coast Model Railway Club is helping to spread a better knowledge of Australia to other parts of the world was given by club president, Mr. Len Dodds.

Mr. Dodds has just been advised by Mr. Jim Loughlin, secretary of Belfast Model Railway Club, that various illustrated sheets on the NSW Government Railways are now on display in the transport museum.

The pamphlets were supplied to the Central Coast Club by the NSW Railways and were then sent on to the Belfast Club.

In return, the local club is looking forward to some data on the Irish Railways.

Recently 11 members of this club, wives and families visited the Sydney Live Steam Society's model layout at Darval Park, West Ryde.

They were welcomed by the society secretary, Mr. MacKellar.

During the day, all visitors were treated to rides on the miniature steam locomotives owned by the Sydney enthusiasts.

The models — perfect in every detail — have surprising power for their size.

A most interesting and informative day was had by the Central Coast enthusiasts.

At the last meeting night, members were treated to a film evening when committeeman, Harry Doherty screened two films from the N.S.W. Government Railways.

A new member welcomed to the club at the last meeting was Phil Patterson, of Umina, who recently opened a chemist shop in that centre.

Geoffrey Smith, of Springfield, won the evening's competition.

Members and friends were invited to Thursday night's meeting on April 9 when Ross McCallum showed a series of slides dealing with railway subjects around Australia.

The N.S.W. Railways Dept. last week sent the club £8 worth of books for the club library.

NEW SYDNEY CLUB

Model railway enthusiasts interested in forming a model railway club in the Eastern Suburbs district of Sydney are asked to contact Bob Moffat, "St. Kilda", 2 Birtley Place, Elizabeth Bay, N.S.W. Tel. 35-4273. The club will hold film nights and hopes to obtain premises for a club layout.

NEW SOUTH WALES RAIL TRANSPORT MUSEUM. Secretary: Graham B. Ahern, Box 1983, G.P.O., Sydney.

This society has been conducting a color slide competition which closed on the 31st March. Entries were of a locomotive in steam taken by the entrants in N.S.W. since the 1st of January, 1962. The prize is a £10 open order on Kodak (A'sia) Ltd. together with a handsome trophy. Entries will be judged this month. A black and white print of the winning entry may possibly appear in the next issue of this magazine.

On March 23rd the Museum was officially advised that our project had been approved in principle by the Commissioner for Railways. Details of the establishment and organisation of the Museum have yet to be arranged, but it will be situated at Enfield provided that a more suitable location does not present itself prior to the actual commencement of work on the site. As previously explained, the roundhouse at Enfield will not be available until about 1968. A complete list of the items to be preserved is now being compiled, and will be published as soon as possible.

DOWN AND UNDER

Down under the layout small matters like the outcome of the Federal elections or the problem of unlimited alcohol to the aboriginals of the Northern Territory, or the new Minister for Silly Ideas in the State Parliament, do not rate even second thoughts. Bundles of wires, relays, switch motors and power supplies, are the immediate and consuming problems. Self preservation of course, tends to assist the immediate future. One must not lean on the hot soldering iron. The chain reactions to such an act can be a series of devastating disasters. The careless placing of a heel in the flux container is not a recommended practice.

When drilling overhead, it is rather a sound idea to let the sawdust fall onto the floor and not into the eyes, ears and hair. As intimated when reference was made to the hot soldering iron, sudden movements are out, otherwise knuckles, shins and other points of the body virile will most certainly suffer, to say nothing of the morale.

And when the immediate job on hand has been finished there comes the slow unbending of arms, legs and the spinal assembly, and the careful — we hope — collection of equipment and the bits and pieces. Golly, oh golly, now for a can of cold West End. Must get Down Under there tomorrow night and tidy up for the final finish.

P.S. There always appears to be something to be done under that jolly layout.

—John McCARTHY



BULLETIN OF THE SYDNEY MODEL RAILWAY SOCIETY

NOTES OF THE SYDNEY MODEL RAILWAY SOCIETY

Members are reminded that subs. for the year 1964-65 are now due and should be paid immediately and definitely before June 30 a la Club rule 9 (a), etc. Fees are £2 for city and 16/- for country members.

Subs. should be paid to the treasurer, Mr. Ken Smith at meetings or posted to his address, 11 The Bastion, Castlecrag, N.S.W.

New members accepted into the Club at last committee meeting were Mr. W. Parker — 0 gauge, Messrs. W. Galloway and L. Galloway (a father and son team).

CLUB "O" GAUGE NEWS

The new signal board at Junction station remains incomplete at present as John Alexander, who is in the Railway Signals Branch is away on duty and also doing exams. Hurry back, John. Bob Stone, whose fine models of passenger and freight rolling stock, especially his Flexi-van and VLF VR truck, is at home after a mild heart attack and all members wish him a speedy return. When this is read Bert Hetherington should have his 79 class diesel shunter all-brass, chain-drive model, painted. Work on the embankment under Delec and the real estate section at Medway are engaging the attention of the layout's scenic experts but too slowly for those anxious to see the completed improvements.

Extra help is invited. Those who knew of the late 'O' Gauge House of Ashfield will be interested to learn that some eight members of that Club are now 0-gaugers of the SMRS.

"Curly", a rather scruffy character, was a trainee engineman of some 12 months employment with the NSWGR, and was being put through his paces by the travelling loco inspector for his fireman's ticket.

They were getting along at a fair gait on an old TF class on a double line section of track between Spring Hill and East Fork. Curly reckoned the fire could do with a run over with the "pricker".

He gave the fire a good rake over to create a good impression and removed the hot smoking iron from the fire and placed it on the tender rack, being careful not to brand the non-paying passenger. He then proceeded to clean his hands.

He grabbed all the waste from the top of the fire box and proceeded to empty the contents of the "kero" can onto the waste and wipe his hands.

The travelling "I" watched all this closely and when Curly had cleaned himself to his satisfaction he threw the waste into the firebox.

This last action did it, the Inspector could contain himself no more, and he turned all his verbal force onto Curly.

"Look here, young fellow, don't you realize that that waste and kerosine cost

HO ACTIVITIES

The past month has seen a large attendance on meeting nights with Eugene Duff in big demand fixing the electrical bugs now developing on the layout after some years of reasonably reliable service.

Many members have brought in new locos and rolling stock for a run, these including Bill Christie with another old-timer, Gordon Skeets with his Athearn GP9 of Milwaukee with hi-fi drive, John Glastonbury's Canadian National 2-6-0, Bill Galloway his Akane Maryland and Penn. 2-8-0 all very attractive models.

Likewise Dennis Sherring's SP 2-6-2 Prairie, Bob Kollwyn returned from the bush after 5 months with a Fleischmann Gremar proto. Mike which has had the flanges turned down at back to correct 14.5 mm back-to-back dimensions.

Through Ken Smith the Club is to purchase more Mantua original type couplers which are standard for the H0 layout and these will be available to members for equipping engines and rolling stock for running on the Club layout.

Work will start shortly on the extension from Glenvale to connect to the up road of the main line track between Central and Witts End. This is to relieve the operators on the latter boards who get bogged down with traffic from four main lines and branches at present.

A suggestion that one night a month should be restricted to running NSWGR model equipment only is being banded around. On a recent check it was found that among members there would be over 20 locos and about 100 carriages and goods pieces.

Charles Buchanan entertained members with a display of his 000 models including a specially built (in England) NSWGR streamlined C38 class in green. Also some commercial coaches and track. Pity he didn't supply a magnifying glass for the dim sighted too. The loco is, of course, powered.

the department a terrific amount of money?" Curly just looked with his mouth wide open. "When you want to clean your hands, take a small piece of waste and empty onto it a small quantity of kero and you'll find it does the job quite as well, and when you've finished with the waste don't throw it in the fire, put it in your kit bucket. All that waste is reclaimed and re-issued."

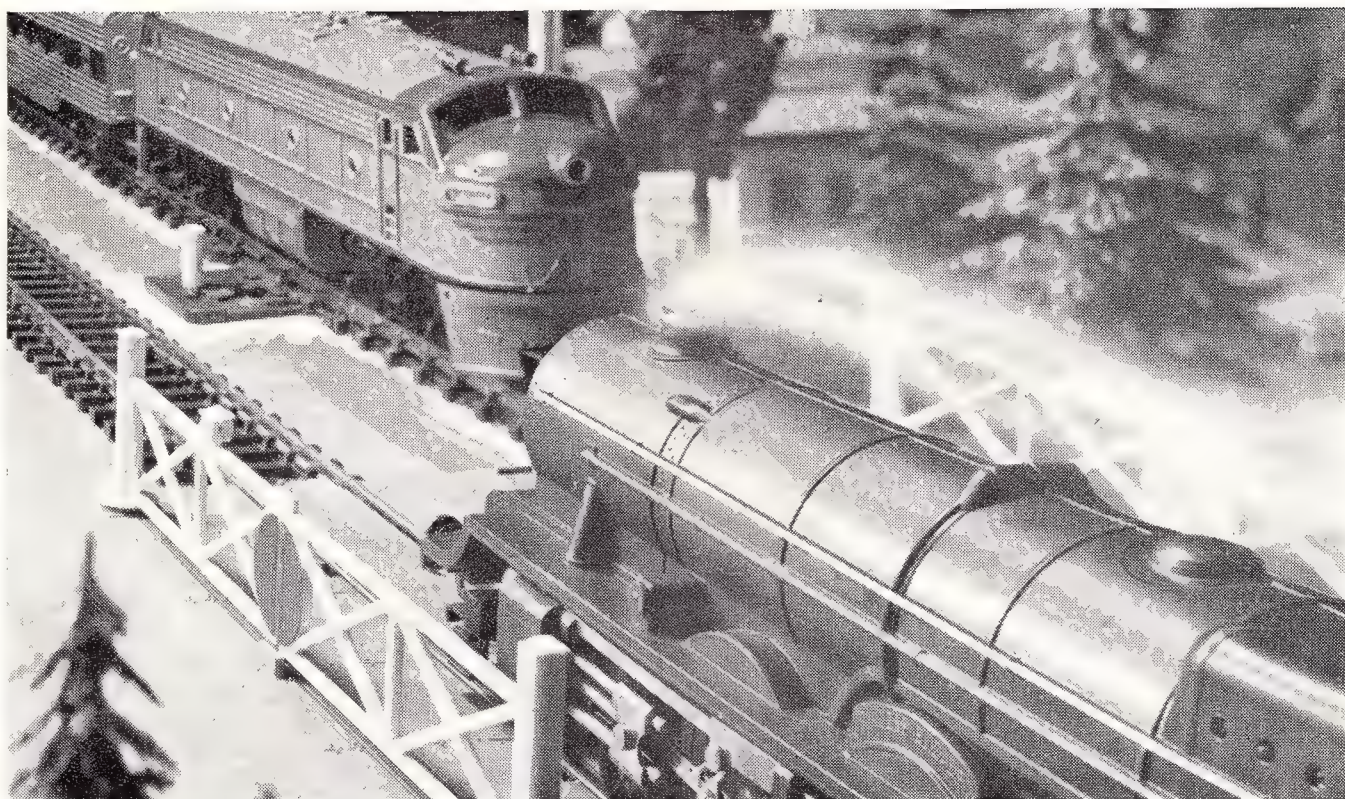
Curly took all this in, and rather dumbfounded, started to put a few shovels of coal on his fire.

At that moment another engine of an approaching train came into view around a curve ahead.

The travelling "I" on noticing the approaching train thought he'd "have Curly on", so he asked in his previous serious tone "My boy, see that approaching train ahead." Curly stopped shovelling and had a look out the cab. "Yes," he replied.

"Well, supposing that the train you see was heading straight for us and this was a single line. What would you do?"

Curly scratched his head for a moment in as deep a thought as he was capable of and said "Strewh, I'd grab the flaming kerosine and waste and jump off." — I.H.



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sure they are wrapped well enough to
travel through the mail. Enclose return
postage and your return address.

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June 1962: Northern and Maine Layout;
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August 1962: HO Layout; Survey of
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RAIL FAN TOURS 1964

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tours to various points of interest and
along scenic routes has become so great
that a plan of the tours which it is
expected will be run in 1964 has been
formulated by the Association concerned.
This programme is shown below so that
you may plan ahead for those tours in
which you wish to participate.

For information write to the organis-
ing Body whose address is listed below
for further information, enclosing a
stamped addressed envelope.

May 23: Berrima, Medway Colliery,
Day Tour. A.R.H.S.

June 28: Newcastle & Suburban Tour.
Annual Outing. S.P.E.R.

July 26: Sydney, Unanderra, Moss Vale,
Day Tour. N.S.W.R.T.M.

August 23: Newcastle, Toronto, Wangi.
Annual Outing. A.R.H.S.

October 2: Brisbane via Wallangarra.
Labour Day Week-end. N.S.W.R.T.M.

November 28: Bunnerong Goods Line.
Afternoon. A.R.H.S.

N.S.W.R.T.M. — Box 1983, G.P.O.,
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A.R.H.S. — Box 102, P.O., George St.
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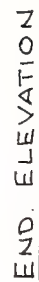
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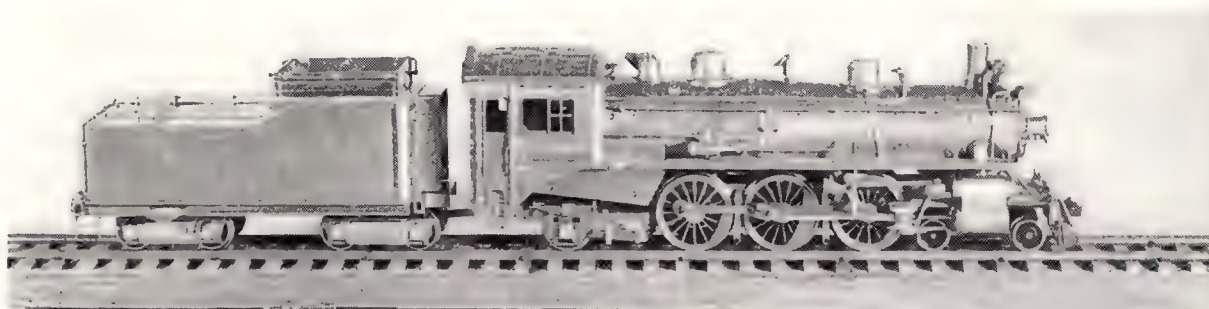
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Price: 2/6

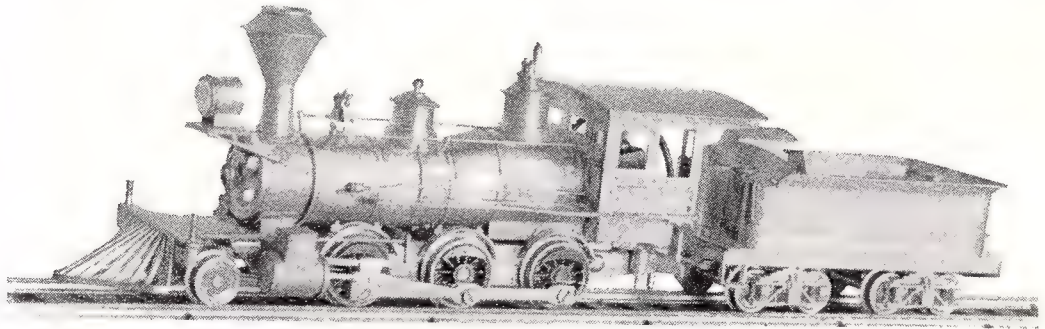
Single Copy

JUNE-JULY, 1964

10/- p.a. to Members of S.C.R.
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Now The Original Porter Mogul In HO And A Rail-Auto For HO_{N3} Gaugers!



2-6-0 PORTER MOGUL BY KUMATA. Unpainted, ready to run. Price: £10.

HO_{N3} RAIL AUTO: A useful general purpose requirement on any 3' gauge system, this diminutive product, but 2½" long — yet motorised, will soon be available to astute HO_{N3} management at but 58/6d. Shown here on dual trackage with the equally handy HO version which is offered at the same price — provision of a Trailer notwithstanding! Limited stocks of the HO model are still available.



Other News from "THE DOCKYARD"...

D.P.D.T. toggles being so commonly used amongst model railroaders, 'Dockyard' have long maintained a very useful version capable of mounting in control panels up to ¾" thick and competitively priced at 7/6d. However, for those requiring the "centre off" feature, a D.P.D.T. Centre Off Toggle has now been added at 9/6d., as well as a S.P.D.T. Centre Off version at 6/-d... The full Cal-Scale range is now available ex-stock and those requiring prices will be supplied with the relevant list in return for a stamped, self-addressed envelope... Also now in stock are the new RA Coupler series from Kadee. Prices, per pack, being as follows: RA-4, 13/-d.; RA-5, RA-6, RA-7 and RA-8, 13/9d. each; RA-9, 14/6d.; B-19, 13/9d. and B-24, 3/-d....

For the ever growing band of HO_{N3} railroaders who may be experiencing difficulty spiking down Code 70 rail, Extra Fine 1¼" Dog Spikes are now available at 2/3d. per packet of approximately 300...

Just to hand from Athearn are the GP-9 Hi-Fi Road Switcher, in both G.N. and B. and O. heralds, at 99/-d. each... From Walthers, in addition to the S.F. passenger car kits listed in our previous add., the matching 70' Baggage Car kit is now available at 62/6d. and the companion 80' Diner is expected to arrive shortly. Neither kit including trucks... For 'O' gaugers, Walthers have supplied a number of excellent quality kits, as follows: S.F. 75' Coach, £10.5.0d.; S.F.

80' Dormitory Lounge, £11.1.0d.; S.F. 80' Cafe Observation, £12.14.0d.; S.F. 75' Combine, £10.5.0d. and 80' 8 section Pullman Coach, £11.1.0d. All complete with Diaphragms and massive 6 wheeled truck sets, of Pullman Standard type. Freight car kits include: 40' Gondola, with S.P. Decals, at £4.15.0 and 40' Reefer, available with either A.T.S.F. or A.R.T. Decals, at £4.18.0d. each. All freight car kits being less trucks. Available separately are Car Diaphragms at 6/3d. per pair, Buckeye 6 Wheel Truck set and Pullman Standard 6 Wheel Truck set at 57/-d. each... Talking 'O' gauge, the mighty Katsumi 162 ton 3 truck Shay and S.P. Class AC-4 4-8-8-2 "Cab-Ahead" models are now to hand — leaving even the most die-hard HO enthusiasts breathless! Prices are £95 and £154.7.6d., respectively...

In addition to the fine range of Mobile Fidelity and O. Winston Link recordings currently in stock, from North Jersey Records come three new discs: Rods Wheels and Whistles, Fast Freight on the Nickel Plate and Steam in the High Country... For those keen to try something more than a "quickie" kit in HO, Pacific HO have supplied some 50' mechanical refrigerator kits from their Golden Spike Series. These combine metal underframe, plastic body, RP25 wheels and complete AB brake set with piping.

There is quite a deal of assembly in each kit which comprise of Fruit Growers Express, Burlington and Western

Fruit Growers Express, all at 45/-d. each. From the Silver Streak Series by the same manufacturer, we are now able to offer: Drovers Caboose, 49/6d.; Pacific Fruit Express, with S.P./U.P. joint herald 45/-; U.P. Caboose, 40/-d. and a red unlettered Caboose at 40/-d. All complete with trucks having RP25 wheels... Floquil paint stocks are just to hand, colors comprising: Silver, Grimy Black, Pullman Green, Reefer Orange, Engine Black, Grime, Reefer Yellow, Tuscan Red, Boxcar Red and Caboose Red, all at 9/6d. per jar. Floquil Dio-Sol is available at 4/9d. per jar, whilst for improved transfer application, Walthers Solva Set is now in stock at 9/6d. per bottle...

From Kumata, the long promised D.M. and I.R. and C.B. and Q. 2-10-4 Locomotives — see May "MODEL RAILROADER" for trade reviews and photographs. Both models are keenly priced at only £42.10.0d. each and those interested should immediately contact ourselves or their nearest outlet: Hobbyco, of Sydney; Austral Modelcraft, of Brisbane and Bridgland's, of Adelaide... "United" have just supplied the magnificent Rio Grande 2-8-8-2 and before this appears in print, stocks of the Santa Fe 2-10-2 and 2-8-4 Locomotives will arrive.

Meantime, remaining in very limited numbers are: V. & T. 4-4-0, Ma and Pa 2-8-0, P.R.R. 4-6-2, U.P. 2-8-0, Southern 4-6-2, S.F. 2-8-0 and N.P. 2-8-4 Locomotives. (More News on p. 18)

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THIS ISSUE WE GIVE YOU SOME IDEAS, AND SUGGESTIONS TO GIVE ORIGINALITY AND EFFICIENCY TO YOUR LAYOUT:

- ★ Let us check your locos. and rolling stock for truly round wheels. It's astounding how often poor running is due to this fault even with new models of supposedly high quality.
- ★ We have catenary equipment for every track system, including the tertiary wound power packs and one-to-one transformers, so that common return will be entirely safe. We can fit **working** pantographs to locos. such as achO which are only dummy fitted when new.
- ★ How about standardising the couplers on your layout. We have Kadee, X2f, Anita (Tri-ang type), Simplex (Dublo, Trix type), hook and loop (Marklin type), all available on exchange package deals. If the fitting of a certain type is beyond you — ever tried fitting say, an X2f, to a Tri-ang Budd car? — we can offer you workshop fitting at most reasonable prices.
- ★ We can supply your scenic needs from sawdust in every colour to skyscrapers.
- ★ Our track conversion plan can suit YOU. Naturally we recommend standardising on N.M.R.A. Standards. We are still taking Dublo 3 rail on trade-in, but must refuse Tri-ang Standard (grey base) from August on.
- ★ Routine maintenance of locos and power packs is every day work to us, and we offer a second to none service in Australia.
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THE AUSTRALASIAN MODEL RAILROAD MAGAZINE

Vol. 1, No. 8, June/July, 1964

Incorporating **THE BOOSTER**

THE OFFICIAL JOURNAL OF THE SOUTHERN CROSS REGION OF N.M.R.A.

Also THE YARDMASTER, The Bulletin of the Sydney Model Railway Society.

AUSTRALIA'S LEADING MODEL RAILROAD MAGAZINE

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SUBSCRIPTION BY MAIL: 15/- Australia & N.Z., U.S.A. \$2, U.K. & Europe 15/- stg., per annum. Make Cheques etc. payable to S.C.R. Publications, Earlwood, N.S.W.

CONTRIBUTIONS: Articles, drawings, and photographs are welcome. Accepted material is subject to whatever changes are necessary by the Editor to meet the requirements of this publication. The contents of this magazine must not be reprinted without written permission of the publishers.

PRODUCED for S.C.R. Publications by PHOTO DIGEST PTY. LTD., 483 Riley St., Surry Hills, N.S.W. Phone: 69-6880.

PUBLISHED by S.C.R. PUBLICATIONS, 189 Homer St., Earlwood, Sydney, N.S.W.

EDITOR: J. T. St. LEGER MOSS.

OFFICE: 55-6886.

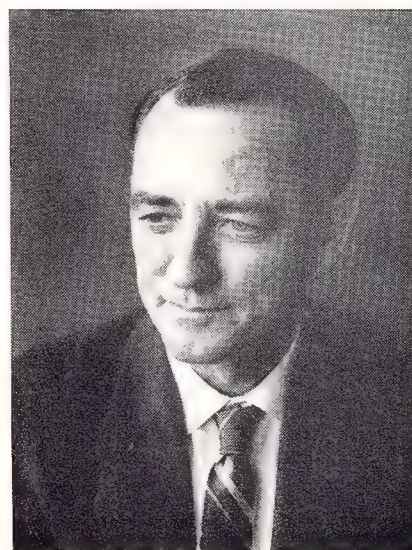
EDITORIAL COMMITTEE: BASIL T. HAMMERSLEY, FRANK A. MAXWELL, JOHN M. WHEELER, KENNETH SPILSTED; **Staff Photographer:** IVAN W. IVE.

Illustrators: N. COUGHLAN, J. F. PARKER, PETER CALVITTO.

SUBSCRIPTION MANAGER: TERENCE M. CARPENTER.

PRINTED by Publicity Press Limited, 29-31 Meagher St., Chippendale, N.S.W.

MEET YOUR DEALER



KEN SPILSTED

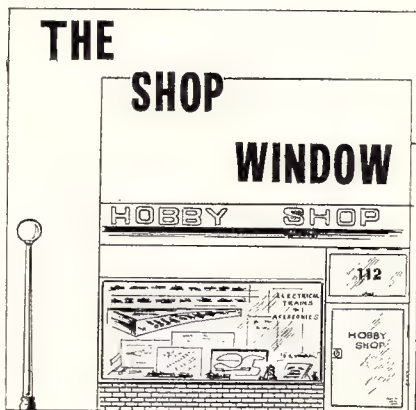
Ken is the proprietor of Sydney Model Railroad Supplies of Belmore in N.S.W. A glance elsewhere on this page will reveal that he is a member of the Editorial Committee of this magazine. For many years Ken has been a model railroader and a member of the National Model Railroad Association and of the Australian Model Railway Association. Being a model rail Ken felt that there was a need for a retail business run by an enthusiast who knew what modellers wanted and began to import and stock equipment that he felt would appeal to modellers generally. His business has prospered because of the personal interest he has taken in his clients' needs. Ken handles the queries that come to the magazine for the Helper Service column. If one is planning a visit to his premises one should allow plenty of time for browsing as there is an astonishing array of equipment available.

A REMINDER

N.M.R.A. members and subscribers of this magazine are advised to check their membership cards or subscription receipts and to renew their subscriptions so as to ensure continuity of delivery of the AMRM.

On the Cover:

The scene is from an HOn3 exhibition layout recently built in Melbourne by the Southern Division of the Southern Cross Region of NMRA. The locos are rebuilt 0-4-0 plantation outside framed.

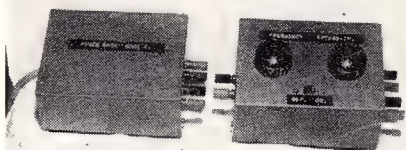


Power Pack and Flasher

Manufactured by: Model Electronic Enterprises,
P.O. Box 49, Blackburn, Victoria.

Price: Power pack — £5/12/6 each. Flasher — £7/12/6 each.

The power pack illustrated below is a neat, compact unit delivering 12 volt DC at 2 amps. There is also an uncontrolled 15 volt AC section for the operation of accessories. A thermal overload is incorporated for safety. Well finished, compact and of good quality.



The flasher is transistor controlled and is suitable for controlling eight grain of wheat lamps each 12 volts. The brilliance is fixed at about 6 volt and the flashing rate is on a $\frac{1}{2}$ second cycle.

The unit is suitable for the operation of flashing lights at crossings, advertising signs, warning lights on masts, etc. A most realistic unit giving true to life alternating flashing sequences of moderate brilliance. This unit may seem expensive, but this is not so—it is most efficient and well worth installing.

Flexible Power Shaft

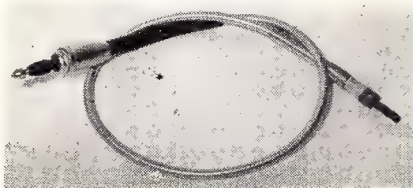
Manufacturer: Unknown — of Japanese origin.

Price: 13/6d. each. Dremel chuck: 23/3 each.

This flexible power shaft is three foot long and is a tamper proof, sealed utility model, which is suitable for short intermittent operation up to 6,000 r.p.m.

The attaching shank is $\frac{1}{4}$ inch diameter and is suitable for use with any electric drill fitted with a $\frac{1}{4}$ inch chuck and operating in a clockwise direction.

The collet is designed to accommodate tool shanks between $\frac{3}{32}$ " and $\frac{1}{8}$ ". This is in itself a limitation on an otherwise fine tool, as most of us modellers require much finer drills when building models.



Fortunately, I located an excellent chuck with a $\frac{1}{8}$ " diameter hollow shank, which is suitable to hold drills Nos. 70 to 80. It is only one inch long and is fitted with a knurled collar to position a four jaw chuck. This chuck is available from Pauls in George Street, Sydney.

Combined these two tools make a very useful accessory for the scratch builder, as the existing collet will hold a wide range of abrasive wheels with $\frac{1}{8}$ " shank. It is very light and much easier to hold and use with fine drills than an electric or hand drill.

HO O-4-4-O Mallet Loco

Imported and distributed by: Model Dockyard,

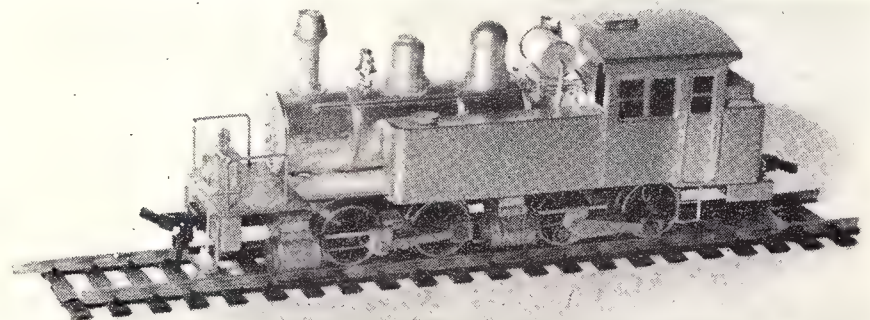
Swanston Street, Melbourne.

Price in Melbourne: £9/10/0 each.

This loco is a Japanese import with loads of character. It is of all brass construction, well made and, although not loaded with detail, which is to be expected at the price, can easily be added to with extra piping and castings. Suitable components are available from Sentinel products, Cal-Scale and Kemtron.

There doesn't seem to be any definite prototype for this model, so any free-lance additions would be in order. The general character of the loco is of the logging area.

The construction is good. All soldering of the model inspected is neat and clean, and X2F type plastic couplers are included at front and rear. Flange depth and wheel width conform to N.M.R.A. gauge, however, the wheel spacing on three of the four wheel sets was under standard.



The loco ran smoothly without oiling, although one motor terminal was shorting on the body and needed adjustment. It must be pointed out that only the rear two drivers are powered and therefore the pulling power is limited. It would be possible to add a little extra weight over these drivers, but unfortunately the motor is taking up most of the room available. Coupler height high at front and low on rear coupler. Headlight not operating.

Tests showed that the loco handled six freight cars easily on the flat with three being the maximum on a $3\frac{1}{2}\%$ grade. Using logging cars would increase load carrying. The principal dimensions are:

Overall length over steps	33'10"
Overall width	8'8"
Overall height to top of stack	13'10"
Overall height over cab	12'2"
Driver diameter	42"
Wheel base each unit	5'2"
Wheel base overall	17'6"
Maximum current	$\frac{3}{4}$ amp
Current unloaded	$\frac{1}{4}$ amp
Current loaded	$\frac{5}{8}$ amp

Weathering Paints

Manufactured by: Floquil, Inc.,
Cobleskill, New York.

Price: 9/6d. per bottle.



This Company manufactures a wide range of paints in many colours suitable for model railroad application. These include U.S. prototype colours, pressure pak containers and wood stains.

The particular group reviewed have been specifically concocted for the purpose of giving the much sought after weathered and well used finish of the prototype loco, rolling stock and structures.

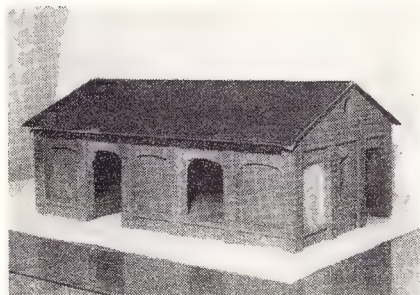
There are five different colours in the group, namely grime, dust, rust, mud as the weathering group, with grimy black as the fifth unit.

This is a very excellent off black, most suitable for loco painting and under-frame finishing. By letting the bottle settle it is possible to obtain a very streaky effect. All told, these constitute a fine set of finishing colours to improve and model.

Goods or Engine Shed

Supplied by: Titcher's Hobbies,
309 Lonsdale Street, Dandenong.

Price: £2/5/0 each, painted.



Like the tunnel mouth reviewed last month, this building is Australian produced. The walls are baked fire clay in a very realistic stone design. The roof is a simulated tarred paper type. The shed measures 74'0" long x 46'0" wide x 33'0" overall height. Each bay across front is 11'6" wide x 20'0" high.

The model inspected was set out as a goods shed with one bay open for track to pass through with a platform inside. It would be a simple process to remove the stone work in the remaining two arches to convert shed to an engine facility.

The finished shed is a smoky grey colour — looks like it's been in use for many years and is fairly typical of many buildings found around Australia.

The openings are fairly tight at 11'6" and are less than N.M.R.A. standard.

At the price a good quality product well worth incorporating into any layout.

Binding Model Magazines

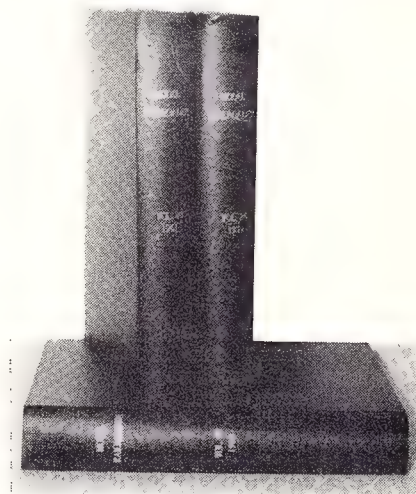
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Editorial...

At least once a year, each of us is called upon to re-evaluate NMRA and to pass judgment upon its merits. Most of us do this both unconsciously and affirmatively. We send in our renewal form and the £2.

While one shouldn't look a gift horse in the mouth, it might be well worth the while for each of us to stop and make this assessment consciously. To sit, pen in hand above our cheque-book, and think. What am I buying with this £2?

The NMRA is a major publisher of model railroading data and information. It utilizes the experience and ability of the most accomplished modellers in the country. It utilizes the talents of able creative writers, artists and editors to present its publications in compact, easily read, easily understood formats and in attractive packages.

You are buying invaluable, often unduplicatable information.

The NMRA is the number one organisation in the hobby. No commercial firm in the hobby employs as many people, on as many different research and development projects, as does your NMRA. Literally hundreds of experts devote thousands of man-hours to such technical problems as improved truck contours, better rail design, more efficient electrical control, more accurate reproduction of prototype characteristics, etc.

You are buying a constantly improving hobby.

The social and fellowship aspects of model railroading are far from being the least important appeals of this hobby. Many of us join clubs for these, despite having layouts of our own. We join so as to be able to enjoy the good company of many other model railroaders.

Once each year nationally, your NMRA brings you into the good company of hundreds of other model railroaders. All during the year, through the Bulletin and the Australasian Model Railroad Magazine, as well as the Yearbook, the NMRA brings you closer to these hundreds of kindred spirits.

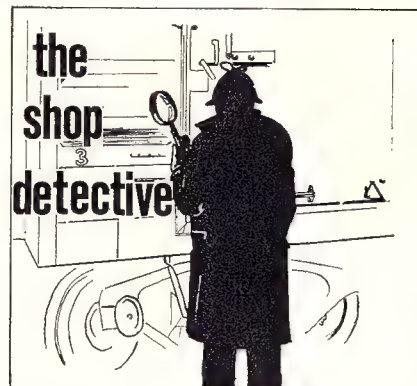
You are buying unequalled fun and fellowship.

A few become so expert at the hobby that all modellers know their work and ability. Most of us, however, have talents of a lesser nature. Good, solid modelling ability and know-how. Imagination and ingenuity. Just not genius. But even we need not languish unknown, unhonored and unsung. We have the Achievement Awards. Through these we can achieve our own due recognition.

There are many other things that you buy with your £2. Many of these come only to those who are willing to devote a little of their time and effort to the betterment of the NMRA. To them comes the pride of service; the added depth of meaning that their work takes on from making a meaningful and permanent contribution to the future enjoyment of model railroading by many others.

Now you can go ahead and make out that cheque. For now you know what it is that you buy with your £2. You are making the biggest and best hobby purchase of the year — every year.

BERNIE J. POLLOCK,
N.M.R.A. Membership
Promotion Chairman.



Well, it looks as though this will have to be an all Sydney investigation this time. Haven't had time to get interstate lately. Nevertheless I have uncovered quite a variety of clues for you.

Firstly from Hobbyco a new range of Tri-ang rolling stock which performed well on Peco points and rail . . . prices varied from 8/- to 16/-. Also sighted famous American Roundhouse kits, box cars, covered hoppers and ore cars amongst others — price range 19/11 to 37/6. New additions to trackside structures are the recently imported Renwal building kits in good quality plastic . . . many are working models. My attention was caught by an all brass 0.4 split 4.0 tank loco, fitted with X2F couplers, released by the well known Gem Company.

At Paul's Merchants, 314 Pitt St., a fine selection of precision measuring equipment is available at prices which are most acceptable to all model rails. All items are in stainless steel and have been checked for accuracy and found spot on. An example of price is a 6 inch vernier caliper which measures inside, outside and depth for 89/-. This unit is graduated very clearly in inches and millimetres.

A stroll across Pitt St. brings us to Searles' where I noticed a few items of general interest . . . lighted buffer stops in brass at 6/- ea. are a good buy. A good range of Rokal street lamps in 12mm scale can be had for 8/9 to 21/- each. A 4.8.2 mountain type U.R.R.A. loco by Aristocraft ready to run at £12/10/0. Further snooping through the shop brought to light a few Suydam building kits on the back shelves . . . prices seemed good to me at 29/6 upwards. Remember, bring your N.M.R.A. card with you!

Back towards Central Railway in the same street at number 369, Movitex have an excellent gadget ideal for producing labels, self adhesive, suitable for control panels, name badges, book labels, wire identification, etc. Attractively priced at £5/19/6, refills available in 10 different colours at 7/6 each. Every club should have one.

Members of the Southern Cross Region of the N.M.R.A. receive this magazine free.

JOIN NOW!

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MORE THAN A CENTURY OF STEAM



The first part of a series of illustrated articles, dealing with the individual exhibits on display at America's Henry Ford Museum.

by
WILLIAM C. FRASER

LOCATED at Dearborn, Michigan, the Henry Ford Museum, together with its surrounding buildings, spans some 200 acres. Dedicated to the public by Thomas Edison on September 27, 1928, the Museum is considered to be one of the finest of its type in the world.

Every year upwards of three-quarters of a million visitors flock to the Museum, among whose numerous displays one can view exhibits ranging from a birchbark canoe, to a 600-ton locomotive.

One of the most comprehensive exhibits in existence, the locomotive section of the giant Museum is a favourite with sightseers. Numbering twelve full-sized Steam Engines, the display represents many of the important developments of more than a century of the American Steam Engine.

Track spurs have been fitted into the Museum floor, thus enabling the individual exhibits to be moved for ease of close inspection.

The locomotives on display range from a replica of the English Rocket of 1829 (extreme left) to the huge, 600-ton Allegheny of 1941 (right), one of the last steam engines to be built in America. On the tracks in the centre of the photograph is the 1831 DeWitt Clinton, third

Photo: Courtesy of The Henry Ford Museum, Dearborn, Michigan.

locomotive to operate in the U.S.A., and the first in New York State. Behind the DeWitt Clinton and the Allegheny, are the wood-burning engines of the American Civil War and the coal-burners of the late nineteenth and early twentieth centuries.

In addition to the above, the Museum's locomotive section houses model and miniature engines, car seats, old Blenkinsop type rails, handcars and station stoves. A railroad station furnished with baggage carts, lanterns, and signal levers, completes the impressive exhibition.

In the next issue, we begin the first of several illustrated articles dealing in detail with the individual locomotives on display within the Henry Ford Museum of America.

THE FACE LIFT TREATMENT

by Fr. PETER DAVIES

An interest in railways is regarded as a legitimate pastime for the clergy — many will recall the film "The Titfield Thunderbolt" with the ecstatic incumbent and his bishop on the footplate. Somewhat diffidently, these notes are submitted in response to the editor's plea for copy, and because we should not shrink from holding our own efforts out to view to encourage others.

LACKING TECHNICAL KNOW-HOW

Perhaps others like myself, lacking the technical know-how and skill for complete scratch building, still wish to produce something different, unique. Fortunately many basic loco kits are available. These can be modified or transformed to create a model with personality. These notes outline a couple of my own attempts to impart a new look.

TENSHODO 0-6-0 BALDWIN TANK

The Tenshodo 0-6-0 Baldwin Tank is readily available, reasonably priced, and has a pleasing outline. Its die-cast body is sturdy and easy to work. The illustrations show the loco as purchased, and the two modifications at their present stage; by the way, the non-tracked drivers on the Eugene Lines engine are a silent witness to the haste with which the photos were taken and prepared; and that bell looks as if it were being rung by a demented driver — but you can get the idea!

THE ODDS-AND-ENDS BOX

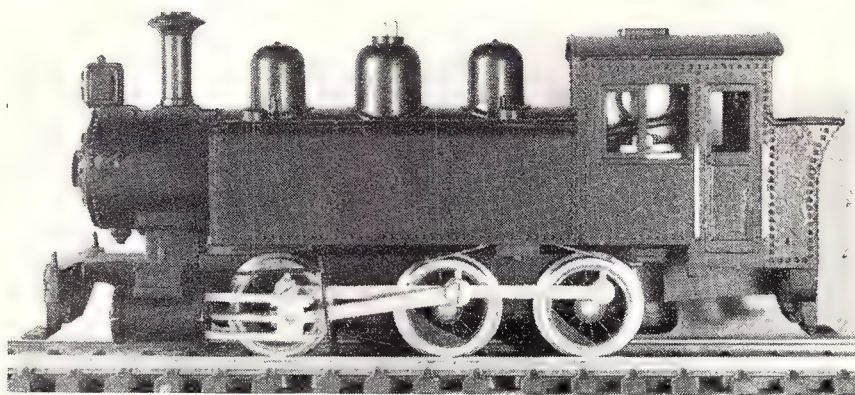
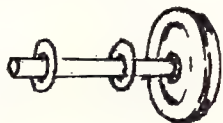
Like most enthusiasts, I've accumulated a box containing many bits and pieces over the years — chimneys, domes, headlamps, bells, wheels, bits of wire and brass etc; but any of these may be purchased readily and cheaply. Sentinel, Cal-Scale and Kemtron market a wide range between them. By the way, a few minutes' work with a fine file on Sentinel castings can sharpen their outlines and improve their appearance greatly.

EPOXY-RESIN CEMENT, A FEW TOOLS

To anyone unskilled in fine soldering, Araldite is a boon, and I used it exclusively. For drilling, an Archimedeian drill may be obtained for a few shillings at a jewellers' supplier; a few fine drills, small pliers, files and a small screwdriver are all the tools needed.

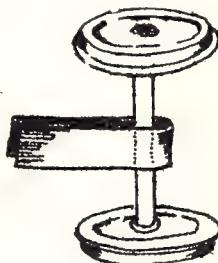
ADDING THE WHEELS

The superstructure was removed — it is detached by removing a single screw. No further dismantling was found to be necessary. The space available for mounting leading and trailing trucks is rather limited, so I used the smallest TT wheels I had on hand, except for the trailing wheels on the GNR (Grando Nix Road, by the way). Before tapping these wheels to gauge on the insulated axle, I added a couple of small insulated discs to each axle as an added — and probably unnecessary — precaution against shorts. These were of celluloid, cut out with an office paper perforator, and holed centrally with a rat tail file.



MOUNTING THE WHEELS

Experts may laugh at the way I attached the axles and wheels to the frame. However both have worked satisfactorily. In both cases, leave plenty of room for lateral movement on curves. They are best illustrated by diagram.

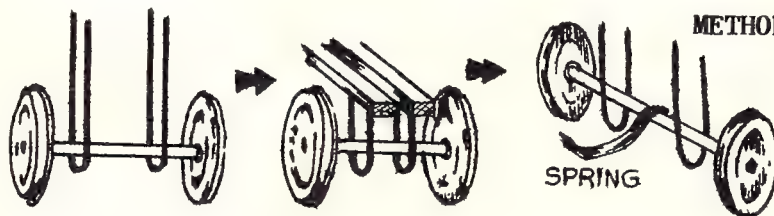


METHOD 1

Method 1 uses a narrow brass strip. Bend around the axle, then pinch in to the contour of the axle, allowing it to revolve freely. Bend the doubled end at right angles, and drill a hole for a screw to hold to the frame. If your brass strip is springy, it can be bent within limits to hold the tread of the wheels at slight tension on the rails.

METHOD 2

Make two U's of paper clip wire so that the axle fits easily into the U.



Drill two holes in each longitudinal beam of the chassis to match the points of the U's. Adjust the length of the U's so that the wheels rest easily on the rail. A strip of spring, or spring wire, is slipped under the cover-plate and exerts a slight downward pressure on the axle

to prevent derailment on curves and rough track. It works!

PILOT, MARKER LIGHTS, BOILER STAYS

On the Eugene Lines loco I used a Sentinel pilot, and did not remove the existing steps on the loco as I found them a useful rigid support for the rather soft metal of the pilot casting. Two holes only had to be drilled, and the pilot sealed into place with Araldite. On the top of the beam two more holes were drilled for the boiler stays. By the way, don't seal these into place with Araldite as you will want to remove the

superstructure from time to time; they will stay in position satisfactorily if you drill through the beam. Wire clips again provided the boiler stays. If you want to mount marker lights on the beam, drill two more holes as was done for the Eugene.

THE SUPERSTRUCTURE

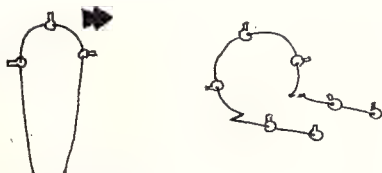
The boiler-cab casting was smoothed off with fine emery paper, taking care not to wipe out the rivet detail. The chimneys were cut off, and also the headlight of the GNR. Holes were drilled for the boiler stays, chimney, generator, whistle, bell, pumps. These present no difficulty.

HANDRAILS

I used Sentinel stanchions and some fine steel wire purchased at Coles or Woolworths for 6d. It shapes nicely, is quite rigid and does not kink or bend easily. It has the added merit of threading neatly through the stanchions. A continuous handrail was used on the Eugene, so three holes were drilled on the boiler front, and two on each side of the smokebox. For the short GNR handrails two holes on each side were sufficient.

SHAPING THE HANDRAIL

For the Eugene, the wire for the handrail was first shaped around a small bottle. Three stanchions were then threaded onto the curved part, and the top bends made with a small flat-nosed pliers. Two more stanchions were then threaded onto each straight section.

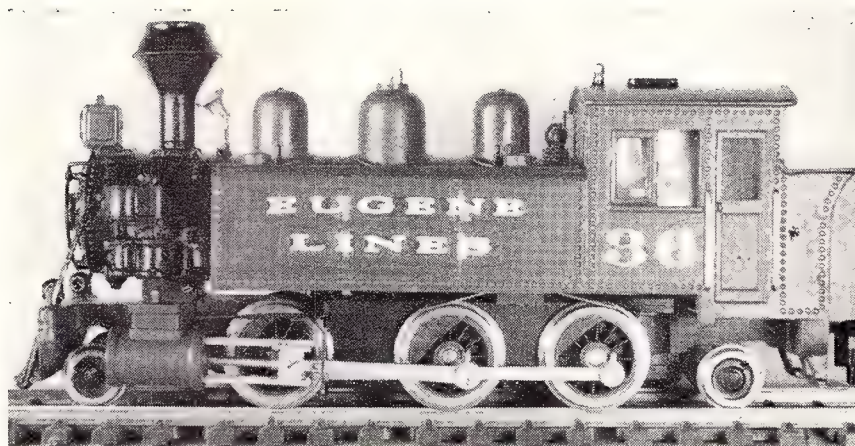


CAB WINDOWS, JEWELS FOR LIGHTS

Clear cellulose was cut for cab windows. I think it helps appearance if the cellulose is roughened with glass paper on the underside to lessen its transparency. A couple of shallow holes may be drilled on the back of the bunker into which jewels may be set as marker lights. Set your jewels into the headlights and marker lights. I *did* think of using a grain of wheat bulb in the headlamps; but the thought of drilling the long hole necessary for the leads daunted me. Anyway, the brilliants look fine. Do not glue the windows into the cab until after painting.

ADDING BOILER DETAIL

Having set out all your trimmings before you, mix a small amount of Araldite. You will need only a small amount, and as it hardens slowly, no haste is necessary. I used a pin to introduce a small quantity into all the holes except the boiler stay holes. Insert all the single pieces first — generator, bell, pump, whistle etc., and then the handrail stanchions and rail. Finally glue the stack in position. Small pieces of sellotape will hold the parts firmly in position if necessary.



PAINTING AND FINISHING

When your epoxy-resin cement has hardened, check the surface for smoothness, removing any small outcrops of Araldite. The chassis is already a matt black, and need only be touched up.

PREPARING THE SURFACE

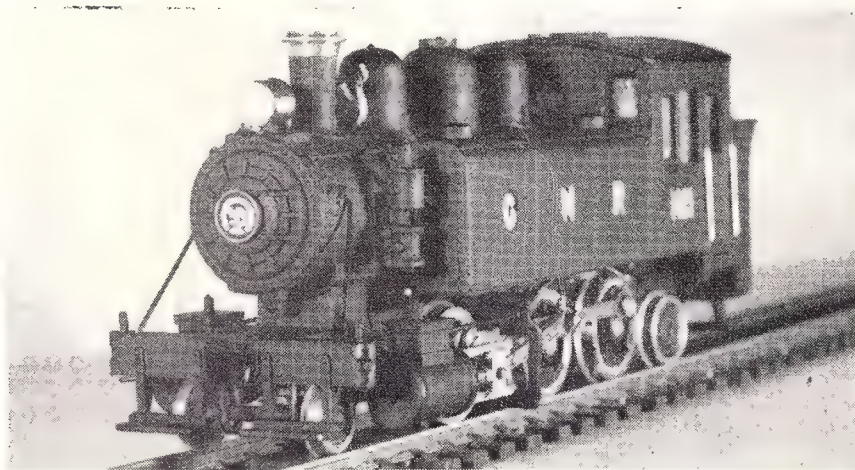
I have tried many primers of the chromate type with varied success. The best and simplest way I have yet discovered, however, is to give any metal surface a coat of clear brushing lacquer. It may help to wipe the surface with a detergent and dry, but even this is not necessary.

REASSEMBLING

Replace the body on the chassis and secure the screw. Your choice of couplers may then be added (I used X2F). The lettering was salvaged from a box of decal scraps — I guess no modeller ever throws anything away. There is a product made by Kemtron called Silv-O. If you dip your brass wheels in it for 30 seconds they will acquire a very satisfactory silver finish. I painted the wheel centres matt black.

WHAT NEXT?

I can foresee many additions yet to



CHOOSE YOUR COLOUR SCHEME

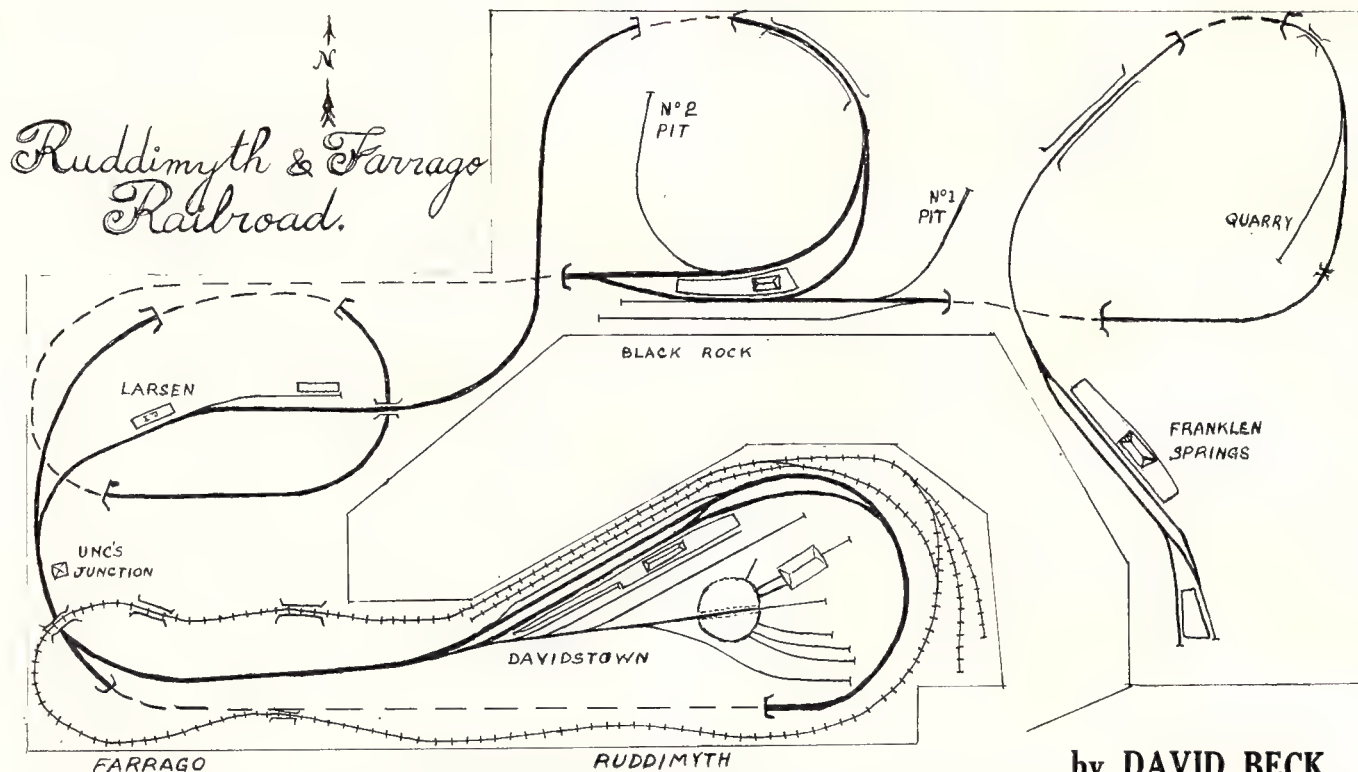
The Eugene was painted with a gloss black front end and cab roof, semi-matt maroon body, headlight and cylinder block. Green was used for the pilot, buffer beam, the band of the box on the cylinders, and the side panel of the headlight. The brass number plate on the boiler front was left as bright metal.

The GNR was treated differently, and sprayed with a pressure pack called Spray Onamel Wrought Iron matt black. Brass parts were protected by covering with sellotape. This particular paint gives a really durable matt finish.

When paint is dry, the windows may be glued into position with Araldite.

these two locos; ladders to the cab must yet be added; I recently acquired a fine old-time whistle which is longing for a resting place; handrails could extend along the tanks à la Puffing Billy. Can we ever say a model is ever finished?

But... there is a brand new 0-6-0 waiting in its box for some beauty treatment. What shall it be? A cut-back cab and tender? Replace all the domes? Add more complex valve gear? Try a Heath Robinson type? Delectable possibilities! If my mental gestation bears some interesting mutation, I'll submit it to the editor for probable consignment to the w.p.b; but I'll have had a lot of fun producing it!



by DAVID BECK.

THE Ruddimyth & Farrago Railroad is an HO gauge stud contact system, built into an area of roughly 200 sq. ft., at the home of the author, at Spotswood, near Melbourne. The general theme is a fictitious railroad connecting the Eastern States of Australia, in a through run from Farrago to Ruddimyth. The actual layout deals with a section of this line in hilly country, centred around Davidstown.

The single track main line from Farrago emerges from a tunnel (actually leading from the garage, site of future storage yards) — and begins a steep descent down the razor-back loop. Near the bottom of the loop the line enters a long tunnel, and inside there begins a climb featuring the steepest up-grade in this direction. The tunnel emerges at the western end of Black Rock yards.

Black Rock is situated in a valley, and the township consists only of a few essential buildings. The track layout here is a passing loop with an island platform, two private sidings serving coal mines, a public siding, and an engine shed. The Franklen Springs branch line leaves the yard via a tunnel at the eastern end of the yards. Heavy main-line trains are either double-headed, or pushed out of this station to the summit on top of the Black Rock loop, an engine being permanently stationed at Black Rock for this task and for working the Franklen Springs train. Pusher engines usually stop on the section, but engines assisting at the front are detached at Larsen.

Leaving Black Rock, the line swings sharply to the left, and crosses a curved 16 span trestle bridge. Still curving, it enters a short tunnel, and comes out to cross a two span stone arch bridge. Further along, it passes above the tunnel through which it originally entered Black Rock yards. Here the summit is reached and the line continues on to Larsen, via fairly level and straight track.

Larsen consists of a few houses, a short platform, and a spur which serves a dual purpose for general goods loading and a refuge for helper engines.

Beyond Larsen, on a slightly rising gradient, the line passes through Unc's Junction — then a long cutting — and arrives at Davidstown. Davidstown is the highest point on the standard gauge line, and many trains terminate here. The track layout consists of a passing loop, carriage dock, two carriage storage sidings, a goods siding, and a transfer road for interchange with the narrow gauge line. The Davidstown engine terminal layout features a 105 foot turntable, a two stall running

shed, and six open engine storage roads. All of the layout's standard gauge engines are at present stored here, except for the Black Rock pilot. Davidstown station has a 410 ft. island platform, but only one side is used as a running line, as the other side is a carriage dock and storage siding.

Leaving Davidstown, the line to Ruddimyth curves sharply to the right, and enters a tunnel (emerging in the garage — out of sight). This track connects with Farrago — all Ruddimyth-bound trains

The down Farrago Mail roars into Davidstown.



thus becoming trains from Farrago. It is intended to instal some kind of storage arrangements here to vary operation through this point, and so that some through trains will be able to pass over the layout without having to shunt at Davidstown at the beginning and end of a run.

The Franklen Springs branch is a short line connecting the large country centre of Franklen Springs with the main line at Black Rock. Leaving Black Rock yards, the branch bores through a short but narrow tunnel, and comes out on the side of a steep gorge. The train then passes a spur serving a limestone quarry, cut into the side of the gorge. The track then enters a cutting and crosses the gorge (out of sight), then passes through a tunnel and emerges on a rocky crag on the side of the gorge, which it crosses via a high three-span stone arch viaduct. At the end of this viaduct it crosses the Black Rock to Franklen Springs road, enters a deep-curved cutting, and comes into Franklen Springs yard.

The town of Franklen Springs is situated on top of a high ridge, overlooking a rich pastoral valley to the east, contrasting with the precipitous mountain country through which the branch had to pass in its ascent from Black Rock.

The track arrangement at Franklen Springs is very simple, and consists of a short passing siding and a spur for general goods loading. The service on the branch is provided by a 2-6-2 tank locomotive, stationed at Black Rock, and one or two old-time compartment coaches make up the passenger stock.

Operation on the line is by time-table and consecutive type waybills.

The most recent addition to the layout is a narrow gauge (3'0") line, from Davidstown. This is to be operated as a combined mining and timber line, and will be worked partly by private rolling stock and partly by V. R. narrow gauge types — but that's another story!!!

A narrow gauge work-train climbs near Davidstown.



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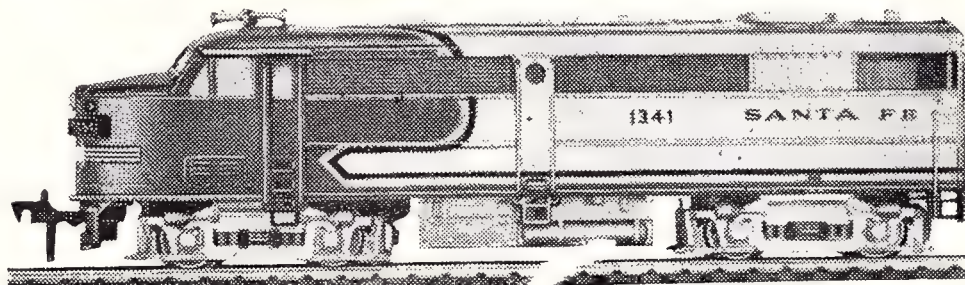
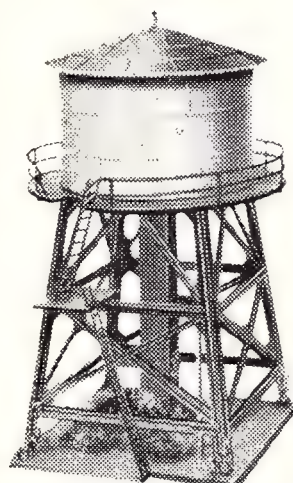


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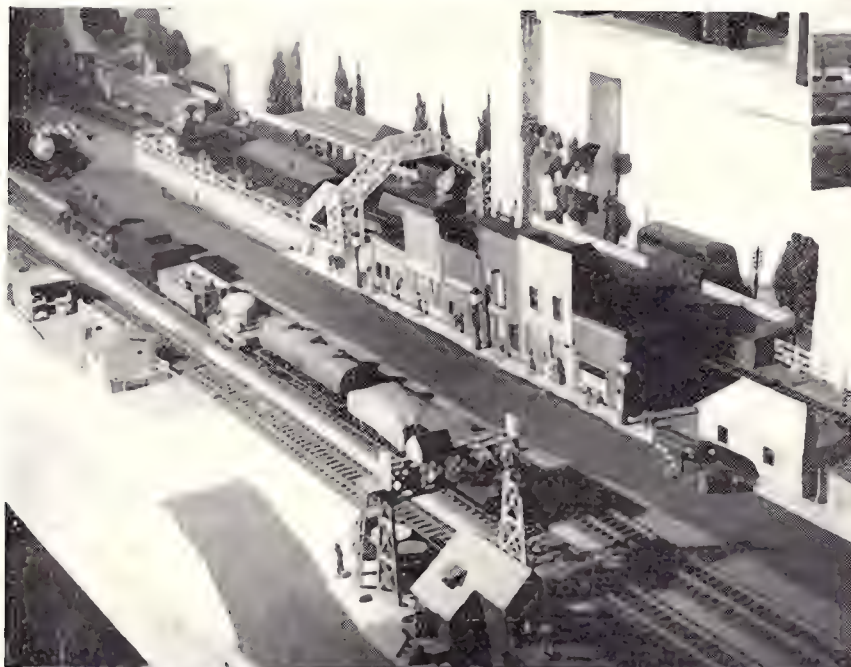
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TOP LEFT: One of many fine scenes portrayed by Alan, well laid out old time town scenes.

BOTTOM LEFT: Another scene from the HON3 Denver of Hampton, Victoria. Note the stub switch in the bridge are scratch built by Ian.

TOP CENTRE: A part of an exhibition HON3 layout rec Division of the Southern Cross Region of the N.M.

BOTTOM CENTRE: Russ Walker, of Blackburn, Victoria, who Track Peco, points — Sentinel, buildings are plastic layout to demonstrate his new production of transis

TOP RIGHT: The well detailed scene belongs to Cec combination Tri-ang, Faller and Airfix to make a electric coaches have been turned down by Cec track.

CENTRE RIGHT: Another of Jim Blaney's masterpieces. Jim scratch built this mine from balsa and timber st

BOTTOM RIGHT: A close up of another scene from Faller, the buildings by Superquick.





of Punchbowl, N.S.W. Note the

Grande set up by Ian Petherick, ground. All items including trestle

built in Melbourne by the Southern

this 6' x 4' layout in his bedroom. of various makes. Russ used this trottles reviewed last issue.

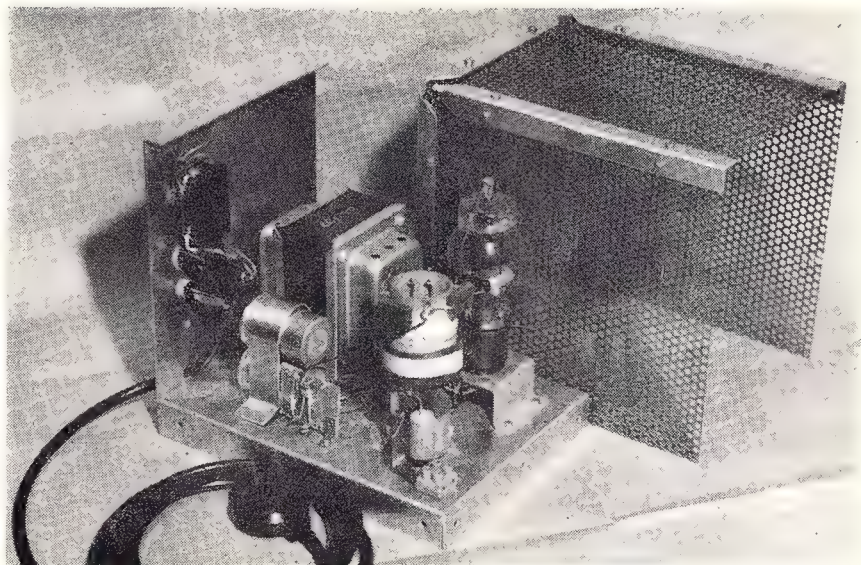
of Turramurra, N.S.W. Note the fine scene. The wheels of the t they can run on the Shinohara

ails from Glen Waverley, Victoria. The waggon train is from Airfix.

almer's layout. The background is



R.F. LIGHTING FOR MODEL RAILROADING by JOHN BUJACK



What is R.F. lighting? It is the technique of using Radio Frequency waves as a source of power for lamps instead of the normal D.C. or A.C. sources usually used.

Why use R.F. power for lighting? I think the following discussion will answer this question easily.

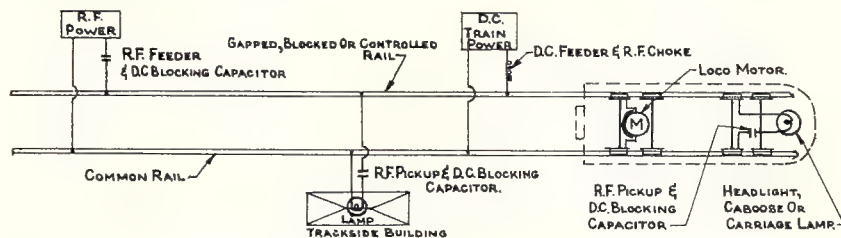


DIAGRAM N° 1.

For a long time, model rails have been aware that lamps installed in locos and cars, and deriving their power from the rails, have their brightness depending on the varying D.C. power fed from train controller or throttle, i.e. with controller off lamps went out, with controller at maximum the lamp brightness was also maximum.

In addition, the lighting of trackside buildings required great amounts of separate wiring to them, to overcome this unwanted effect. Many modellers decided that the lights were not worth the trouble or effort to install them.

Now consider what we could do with a source of power which will light a lamp but not cause a train motor to start turning. No longer would we have the lamp brilliancy varying with the position of the train controller. As a bonus we would be able to use the rails to carry the light power to our trackside buildings instead of running separate wires to these lamps. With R.F. power this can be accomplished very easily.

Electronic circles recognise that D.C. cannot pass through a condenser but that R.F. can. Also that D.C. can pass through an inductor or R.F. choke but tends to block R.F. from passing through. So that if we put a condenser in series with one of the R.F. supply leads before connecting it to the rails, then we have the means of protecting the R.F. supply from any D.C. which may be present at the rails.

In turn, if a condenser is also connected in series with each lamp in the locos and cars, then R.F. can reach the lamps to light them but the track D.C. cannot interfere.

So also, if we put an R.F. choke in series with any one of the D.C. output leads from our speed controller before it reaches the rails, then the problem is solved about keeping the R.F. out of the D.C. power supply.

Since the motor armature consists of a very large number of turns of wire, it resembles an R.F. choke thus preventing R.F. current passing through and so

trying to turn the motor. Remember also that it will be necessary to connect a condenser in series with each of the trackside building lamps before connecting to the rails to prevent track D.C. getting to them.

Diagram No. 1 shows the overall scheme proposed.

CONSTRUCTION: (First study circuit diagram. Diagram No. 10).

From a sheet of 16 gauge aluminium 9" x 11", cut out a 1" square from each corner and bend sides up to form a box shaped chassis. This chassis will be strong enough without further reinforcement.

Drill suitable holes for mounting the transformer (power) with its sides $\frac{1}{2}$ " in from the adjacent sides in one corner of chassis. The transformer I used was supplied by the "Ferguson Transformer Co." (see component list).

Construct a sub-chassis as shown in diagram No. 2 from a 5" x 2" piece of 16 gauge aluminium. Cut and drill as shown, then fit valve socket. Mount sub-chassis on main chassis as per photo so that valve socket centre is 2" from adjacent sides of chassis and ensuring that pin 3 of valve socket faces towards proposed coil mounting position.

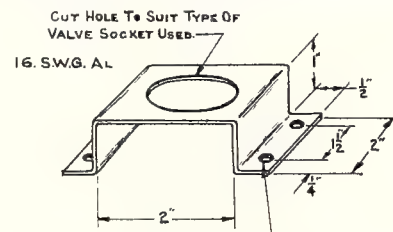


DIAGRAM N° 2. 4-4 B.A. CLEARANCE HOLES.

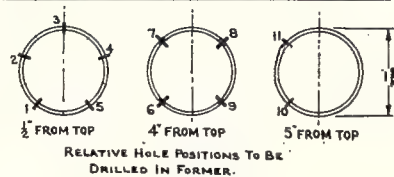


DIAGRAM N° 3

Using a 6" long 1-9/16" dia. tube (fibre glass, bakelite or heavy cardboard) consult diagram No. 3 and proceed to drill 5 off 6BA clearance holes, equally spaced and 1/2" from top. Then 4 holes equally spaced 4" from top and finally 2 holes in positions 10 and 11 on diagram 3 and 5" from top. Fit in each hole a 6BA x $\frac{1}{2}$ " cheese head brass screw, inserted from inside of the tube, put a flat brass washer and brass nut over each screw and tighten them up. All these protruding screws serve as terminal posts. Make and fit 2 small right angled brackets to bottom of tube to enable later mounting of tube to chassis as per photo.

Remove first $\frac{1}{4}$ " of enamel from end of No. 22 B & S gauge wire (enamelled), then wrap and solder it to screw No. 1 as indicated in diagrams 3 and 4. Using

diagram 4 as guide, wind on 25 turns closely wound. Wrap plastic stick-on insulation tape over this layer to hold all in place then proceed to wind on another 25 turns over this layer but working back to top of tube. Tape layer in place, remove $\frac{1}{4}$ " of enamel off wire, wrap wire twice around screw No. 5 and solder to screw. Starting from screw No. 5 this time, wind on another two layers each of 25 turns. Use same method used for first two layers but this time terminate end of final layer on screw No. 4 and solder wire to it. Wind a final layer of plastic tape over oscillator coil (as it will be now known).

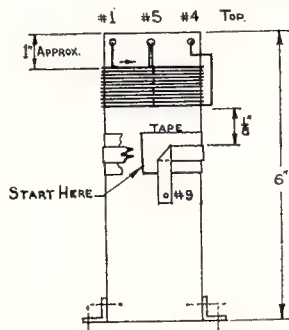


DIAGRAM N°4.

The oscillator coil should now have a total of 100 turns with its start on screw No. 1, its end on screw No. 4 and its centre tap on screw No. 5.

Using $\frac{3}{8}$ " wide thin copper strip, bend first $1\frac{1}{4}$ " across at right angles. Position bent end over screw No. 9 as shown in diagram 4 and position upper edge of main strip till it is $\frac{1}{8}$ " below bottom edge of oscillator coil, make hole in end to enable screw No. 9 to come through it and solder end to the screw. Place plastic tape in position shown on diagram 4 and proceed to wrap both tape and strip together until you have wound on six turns. Bend end of strip at right angles over screw No. 8 and connect by same method used earlier. All six turns should, as a result, be interleaved with plastic insulation tape. Wrap a final layer of tape over this winding which we will now refer to as the "coupling coil".

Again referring to the photo, mount the now completed coil unit to chassis body, ensuring that screws Nos. 6, 7, 10 and 11 face toward the valve sub-chassis.

Solder the following:

1. A length of insulated wire between screws No. 2 and No. 6.
2. A length of insulated wire between screws No. 3 and No. 7.
3. Component C1 between screws No. 5 and No. 1.
4. Component C2 between screws No. 4 and No. 5.
5. Component C3 between screws No. 3 and No. 4.
6. Component C5 between screws No. 6 and No. 10.
7. Component R1 between screws No. 1 and No. 2.
8. Component R2 between screws No. 7 and 11.
9. Components C4 and R3 between screws No. 7 and No. 10.

Now bolt a two terminal block in approximate position shown in photo and solder component C6 between screw No. 9 and nearest terminal on this block. Solder a $\frac{1}{4}$ " wide copper strip between remaining terminal and screw No. 8.

Plug 807 valve into the socket; fit anode clip to top cap of valve. Solder a length of insulated wire to anode clip (not to the valve cap) and solder other end of wire to screw No. 1 on coil (wire to be slack). Remove anode clip from valve and remove valve.

Consult diagram 5 and solder lengths of insulated wire between:

Screw No. 11 and Pin 3 on socket
Screw No. 6 and Pin 2 on socket
Screw No. 10 and Pin 4 on socket
and also between Pin 4 on socket and an earth lug bolted to chassis.

Solder a length of insulated wire between Pin 5 on socket and one of the filament terminals on the power transformer. Solder another length of insulated wire to Pin 1 on the valve socket and twist it around the first wire as you run it to the other filament terminal on the transformer.

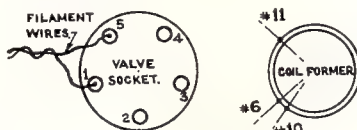


DIAGRAM N°5

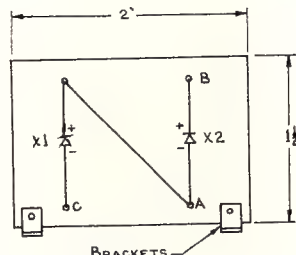
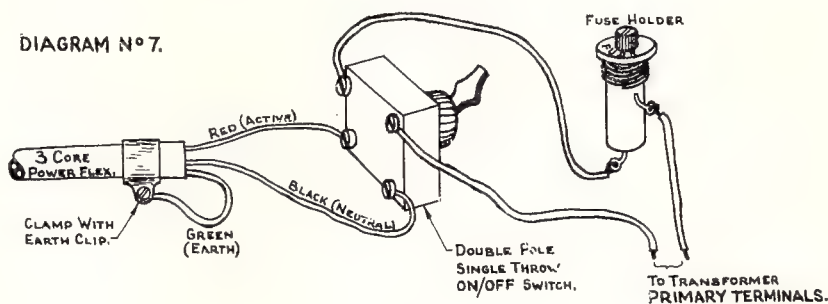


DIAGRAM N°6.

MAINS CONNECTION TO POWER SUPPLY

DIAGRAM N°7.



Using a $2" \times 1\frac{1}{2}"$ piece of fibre glass or reinforced bakelite sheet, fix two rt. angle brackets to enable lengthwise vertical mounting, and mount four off 6BA screws to serve as component mounting posts. Attach and solder the two Mullard rectifier diodes so that completed unit looks the same as per diagram 6, and not forgetting the short piece of wire shown linking the two diodes, as well

EXHIBITION STAND AVAILABLE TO LOCAL M.R. GROUPS

Those who admired the N.M.R.A. stand at the 1963 M.R. Exhibition in Sydney will be pleased to learn that the stand is available for use by members at other exhibitions. When constructed by the Eastern Division members it was made in easily assembled sections that pack into form a package measuring 6 feet by 2 feet by 15 inches. Included are hooks and shelves which may be used to display equipment. Painted in bright colours the stand is very attractive. There is no charge for the use of the stand but freight to and from Sydney must be paid by the members who wish to use it. As it is expected to be in great demand any group of members is advised to book ahead to avoid disappointment. Direct enquiries to the Acting Secretary, S.C.R., Mr. R. M. Thomas, 61 Hewitt Ave., Wahroonga, N.S.W.

as observing the polarities shown.

Make a U-shaped clamping bracket from 1" wide aluminium strip, whose length is such as to enable the mounting of the two off U.C.C. Electrolytic Condensers on their sides with one on top of the other with their connecting lugs facing away from the oscillator coil assembly. Bolt the component strip with the two rectifiers, to chassis as per photo and then clamp the two condensers to the chassis between the power transformer and the component strip.

Now connect the positive (red spot) of condenser CB to the negative of CA and then to one of the H.T. secondary terminals on the power transformer. Connect the remaining H.T. secondary terminal to the junction of the rectifiers (shown as point "A" on diagram 6).

Connect the negative of condenser C.B. to the end of rectifier shown as point "C" on diagram 6 and then connect to earth lug bolted to chassis. Connect the positive (red spot) of condenser C.A. to the end of rectifier shown as point "B" on diagram 6 then connect from there,

across to screw No. 5 on oscillator coil.

Bolt a piece of 16 gauge aluminium, $7" \times 9"$, up against transformer end of chassis. Using photo as a guide, mount an indicator lamp, a fuse holder (with 250 mA fuse) and a double pole single throw switch. Connect the indicator lamp to the filament terminals on the transformer. Then wire in the fuse, switch and power cord as per diagram 7. Be very

1- 1/8" DIA. CLEARANCE HOLE IN EACH CORNER.

2 1/2"

3"

4"

3"

1/8" DIA.

1/4" DIA.

A

B

C

To those of you who have diodes in series with their loco headlights to give them directional characteristics, I say don't change a thing. There's no need to

I would like finally to point out that all components listed can be obtained from "Radio Dispatch Service" of Sydney, who operate an Australia-wide mail order service where needed.

X1, X2 = Mullard Rectifiers type
BY100
CA, CB = U.C.C. 200 V.W. 100 μ f
Electrolytic type ETD 155
C1, C2 = 0.003 μ f Stacked Foil S.M.
condenser (Green fleck)
C3 = 0.0003 μ f Condenser Ceramic
C4 = 100 μ f Condenser Ceramic
C5 = 0.03 μ f Condenser 600 volt
C6 = 1.0 μ f Condenser 125 volt Poly-
ester
R1 = 5600 ohm 5 watt I.R.C.
R2 = 82 ohm 2 watt I.R.C.
R3 = 30,000 ohm 2 watt I.R.C.
1 Valve = Type 807 (Service Disposal)
1 Valve Socket = 5 pin (suitable for
807)
1 Valve Anode clip
1 Oscillator coil former = 6" long $\times$
1-9/16" dia. (Fibre glass, etc.)
3 ft. of $\frac{3}{8}$ " wide thin copper strap
No. 22 B & S enamelled wire
No. 10 B & S enamelled wire
1 R.F. choke coil former material. 1
off. 0.0135 μ f condenser
No. 16 gauge aluminium: 9" $\times$ 11",
7" $\times$ 9" = 1 off, 5" $\times$ 2" = 1 off
Expanded aluminium mesh
1 off Ferguson Transformer Type PVD
105
1 off Fuse holder + fuse 250 mA
1 off Double Pole Single throw switch
1 off 6 volt indicator lamp, holder and
Bezel
1 off "2 terminal" terminal block.

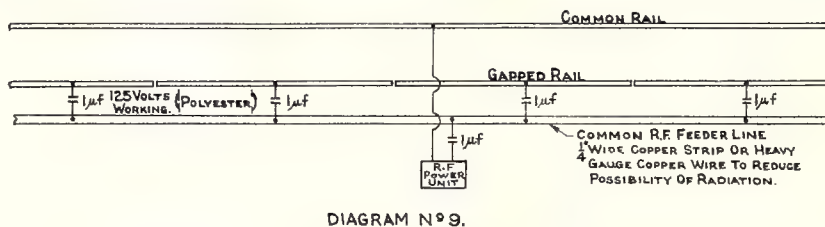
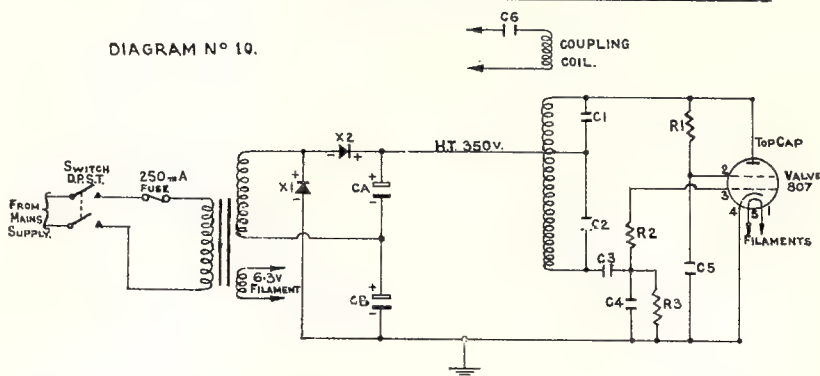


DIAGRAM N°9



will be supplied with these lists for the price of a large stamped, self-addressed envelope... By the time this appears in print, Katsumi will have delivered the long sought HO S.P. 4-8-4 "Daylight" Locomotive (with skyline casing). This will be an excellent offering at £45.15.0d. and stocks will be available through our regular outlets, as well as ourselves...

TAKE THE BOGEY OUT OF BOGIES

BY

FRED GILL

DERAILMENTS on a layout are a bugaboo to any Model Railroader and a good percentage of these derailments can be traced home to bogies. While banishing derailments is not a very glamorous activity, I think it can do more to increase satisfaction in operating a model railroad than anything else. Defects in bogies can make a long list so I will mention only the most common ones that I have found over the years.

1. Wheels spaced too far apart or too close together on axles.
2. Wheels strike floor, coupler housing or another part of the car.
3. Bogies mounted too tight to bolster.
4. Wheels with too deep a flange or too sharp a flange.
5. Wobbling wheels.
6. Couplers mounted direct onto bogies.
7. Wheels on one axle too far towards one end.
8. Bogie sideframes are not square to bolster, or have rough spots.
9. Bogies incorrectly mounted on car body.
10. Unevenly matched bogie springs.

Like most model railroaders, I have put up with the annoyance of derailments over the years, as though it was just part of the hobby one had to accept. Of late though, I have started to change my ideas on this problem and I have now started making the necessary adjustments to the bogies on my rolling stock.

Some brands of cheap "import" bogies have their wheels spaced either too far apart or too close together, or you may

find that the wheels on one axle of the bogie may be too far towards one end. These faults make the bogie run askew and this will not only cause derailments, but also add unnecessary drag. Respacing the wheels on the axles will fix this. The axle is held very lightly in a vise and a piece of brass rod with a hole drilled in its end is used with a hammer to tap the axle to a new position. The hole in the brass rod prevents smashing a pointed axle end. To push a wheel farther onto an axle, the brass rod is used, but now the lower end of the axle is dropped into a small hole in any firm surface and then the axle is lightly tapped.

Sometimes wheels will strike obstructions on the underfloor of a car and the easiest method of overcoming this is to remove the obstacle. When the wheels rub against the floor, you will possibly find that a thin washer inserted between the bogie bolster and floor will solve the problem.

Often a bogie is mounted too snugly to a bolster and it will not rock or ride on uneven trackwork and you will soon find your cars derailing. Unloosen the screw a turn or two so that there is a fair amount of "play". Smoothing the king pin bearing surfaces and adding a drop of oil to them, will allow for freer movement of the bogie. Some modellers use a light spring between the screw head and the bogie bolster and this allows for an equalised pressure on the bogie.

Wheels that have sharp flanges have a tendency to ride up the side of the rails and personally I have replaced all this type of wheel with the NMRA RP 25 type of wheel. Deep flanges will sometimes ride on fishplates, spike heads, chairs or frog castings and again I suggest changing your wheels for smaller flanges. Wobbling wheels are bad because in one position or another they are always out of gauge. Changing them for standard wheels is the quickest way out of the trouble.

Couplers mounted on short-wheel-base bogies (freight) sometimes can cause trouble. In this situation any side-thrust on the coupler is magnified by leverage, making the bogie run askew, especially when the car is pushed, creating excess pressure between the flanges and rail. Most trouble will occur on backing through points (set for the curve). This is aggravated by the built-in thrust of the horn hook type of couplers. The trouble does not seem to occur so often on passenger type bogies. I always remove this type of "talgo" coupling and install new ones in the coupler pockets at the ends of the car.

Some bogie sideframes have pieces of "flash" on them and these will often rub against the wheels, when the train is moving, causing the wheels to "jump" around in their axle hobs. All pieces of flash should be scraped or filed away making sure that a smooth surface is next to the wheels. Often bogie side-

frames are not square to the bolster and this makes the bogie "crab" along the track. Dismantling of the bogie and filling any unnecessary obstructions on the bolster or sideframe away, to make for a neat right angle fit, is the best treatment.

It is surprising the number of modellers who when they drill holes in the floor of the car, for the bogie screws, will drill them off centre. If these holes are drilled wrongly, then when the bogies are mounted, you will find that the car body rides diagonally and is not parallel to the track. I find that by placing a bogie equal distance in from each side of the car, making sure it touches no obstruction, and making a mark on the floor where the bolster centre is, you will find that you cannot go wrong.

Unevenly matched bogie springs may cause a wheel to lift off the rail and correction of this is not very difficult. Remove the springs from one side of the bogie and check to see if they are both the same height. If not then "squeeze" the longest one down to the length of the smaller one or else "pull" the shortest one out to the length of the longest one.

Some modellers don't lubricate car wheels, especially if the wheels have pointed-end axles. It is true that perfectly shaped cone points and good bearing material make more difference than lubrication have. However, with lubrication you can pull a few more cars than with bearings that are dry. Another advantage of using oil on cars is that oil prevents rust. Certain axles seem to rust more easily than others; oil will retard this action. Non-pointed axles should always be oiled. Bogies with Delrin frames do not need oil as the Delrin is extremely slippery and no binding is in evidence has been found.

I have known some modellers to use greases on the points of their axles, with disastrous results. Some greases congeal after about a year of use, whilst others will turn to liquid when warmed by constant running. If you intend to use grease on your axles then try and use a light model grease as used on fishing reel lubricants and dental machines. Certain greases containing Molybdenum Disulphide tend to give the sliding surfaces



SOUTHERN CROSS DIVISION Envelopes Available For Members

Members of the Southern Cross Region of the National Model Railroad Association may now purchase envelopes bearing the imprint illustrated above for their own personal use.

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a permanent smooth coating that remains even if the grease itself has been removed. Cleaning fluid, cigarette lighter fluid or the flame of a match (not on plastic bogies) will generally remove any unwanted grease from axle holes.

Axles can be easily removed from spring bogies by giving the bogie side-frames a twist (but not so far that the springs pop out). Some bogies' frames need to be prised sideways to get axles in or out. Make sure you do not damage the point of the axle, whilst doing this chore. If the springs should pop out then they can be easily replaced, by taking a piece of thin metal making a "dimple" in one end with a centre punch, placing the spring on the dimple then letting one end of the spring slide into place and spring the opposite end onto its sprig.

The most unpopular chore in model railroading is the nasty job of wheel cleaning. It cannot be avoided, for in time, enough dirt will be accumulated to render your rolling stock useless for operation. I always pare off the heavy crust with a small screwdriver (making sure I do not groove the tyres) then I spin the wheel with my finger and hold a piece of light grade emery paper against the tyre with my other hand. There are many methods of carrying out this chore, some modellers use solvents, others polishing wheels and still others just scrape off the dirt.

Well, modellers I trust that you will have better running rolling stock after reading this article. I can honestly say it is well worth the effort to make sure your bogies are not causing those derailments.

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SERIOUS
CONCERN

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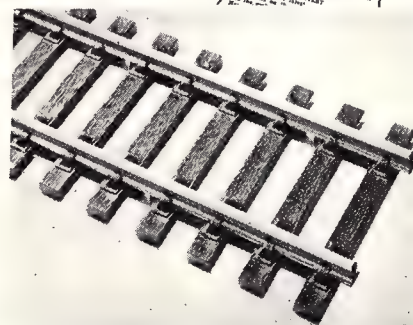
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MAIL BAG

Sir,

I would like to obtain past issues of "The Railroad Model Craftsman" and "The Model Railroader". Will I have to send overseas, or is there an Australian agent where I can obtain these? Or are there other hobbyists who are willing to sell them; so can you help me?

KEVIN HARRIS.

30 Methuen Pde.,
Riverwood, N.S.W.

Sir,

Recently there has been a great deal of talk on the needs for models of Australian prototype. But I have noticed that there is one aspect that is ever hardly mentioned. This is passenger coaching stock, and, while it seems that most modellers in Australia follow the principle of "mostly freight" layouts, there are quite a few that do more than just dabble in passenger traffic. The needs here are just as great as for freight cars, and the large numbers of prototypes in Australia surely would make the manufacturing of them worthwhile.

In fact there are quite a few interesting types of cars amongst them. Actually

the closest one can get these days to passenger stock is a kit of an MHG brakevan, and while Tri-ang had a model of the "Sputnik" cars operated in the Sydney Suburban Area, the quality of them was very low, due to the use of poor quality, almost transparent plastic which bent at a touch, particularly on the sides.

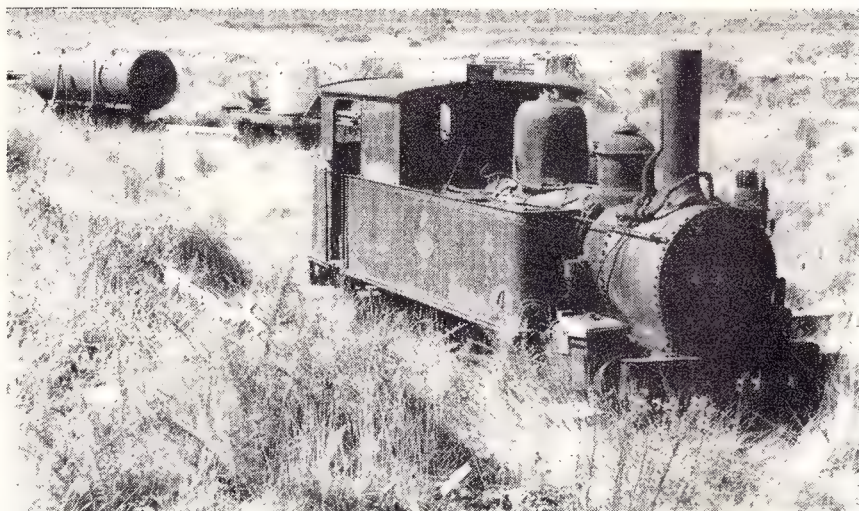
These cars are now out of production so passenger stock is virtually non-existent, and while there is still scratch-building, I for one find that it is hard enough to find time these days to just operate the layouts, and seeing that operation is my favourite aspect of the hobby this leaves me very little time for scratch-building. So kits would possibly be the answer to the problem.

I hope that soon someone somewhere someday will make a start somehow on manufacturing passenger and freight rolling stock to suit the Australian scene.

PAUL ROGERS.

Doonside, N.S.W.

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What about the detail in a loco graveyard?

Photo from the R. J. Mann Collection.

Do We Use Enough Imagination In Our Hobby?

By Brian S. Carver

"Do we what?" I can hear the cry coming. "Do we use imagination in our hobby? Is the guy a nut or something? Our hobby is *all* imagination!"

Well, yes, I agree. Railway modelling is an imaginative hobby — the best there is. But having made this fairly obvious discovery, are we content to let it go at that, or do we make an effort to put even more imagination *into* our modelling, with a resultant greater enjoyment coming out of it?

Think over some of the pikes you have seen. Take a critical "stranger's-eye" view at your own. What do you see? A couple of beautifully-built imported locomotives. Strings of kit-built coaches. Colourful freight trucks. Water towers, freight stations, turntables — probably kit-built but neatly detailed.

But — and here's the point — is there anything that stands this layout apart from a dozen others built up from the same products?

Take a look now through the modelling magazines at the pikes illustrated there. What is there about the layouts of John Allen, in America, or of P. D. Hancock in Britain, that stands them out from the herd? Why do some of the layouts of our own local modellers, published in "The Scenic Route" section of this magazine, leap to your attention?

Is it meticulous attention to ordinary detail; painstaking care in building track and rolling stock? Yes, these — but more. It is the little touches — the tiny strokes of imaginative genius — that set them apart. You see this in such details as a mother duck herding her brood into a rushlined pond, or a clutter of broken parts lying amid weeds behind the repair shop.

It is the modeller with this ability to reduce himself to HO or TT size or whatever, and to stroll around his layout peering into corners and to stand at his lineside watching his crack streamliner pound by above him, who is in a position to mark his layout with his own personality.

Imagine yourself, an inch high, standing in your own freight yard, admiring that new UP box car, fresh out of its carton, which towers above you. Satisfying, isn't it? But was ever a hard-working freight car as clean and unblemished as that? What about the scuff marks around and below the door, where heavy cargos, propelled with more enthusiasm than skill, have scraped and bumped? What about the scribbled chalk marks of the yard men? What about the coating of dust — red, brown or white — which should coat trucks and lower body panels?

Or again: a rich uncle has left you a legacy, and with this you decide the Woppet Gully and Guzzle Creek can expand. Track components are purchased, and away you go with solder and track pins and ballast. Fine! But wait! Here's an opportunity for imaginative railroad-ing! On the real road a solitary ganger doesn't go about lifting lengths of 100-lb rail without the aid of so much as a crowbar. No; he has a team of work-mates, power equipment, living quarters . . . Here's where we come in, too.

From the local hobby shop we can buy steam and diesel rollers, dirt trucks, power shovels, bulldozers and the like, in our own scale, or near it. If we operate a big pike, we may have a wrecking crane tucked away near the roundhouse. If we're in a small way, we can fabricate a small crane from bits and pieces, or adapt one of the low-priced English proprietary models.

These items can be set up around the new work to give a busy air. But the many workers (also available from the hobby shop) need somewhere to sleep and eat. We can provide them with a

"tent town" near the line, as seen on prototype roads all over the country. But why not go further, and give your line a proper work-train?

Back in '53, "Model Railroader" ran a story on building a work train from scratch. The cars included bunk, supply, recreation and kitchen cars, and the story was reprinted, along with other construction articles, in a publication called "Model Cars and Locos" which can still be seen around the model bookshops.

Even if you don't feel up to building a complete work train, how about taking that old coach or combine that's been replaced by more modern stock, and turning it into a supply car? Board up a couple of windows, cut a new door into one side perhaps, fix up some steps, add weather-staining and dirt, and you have a car that will add character to your construction camp scene.

Imagination can be applied equally by the man who freelances, and he who follows a prototype. The sort of details mentioned here can be usefully employed by both. The freelancer can add variety to his kit-built cars by designing coaches and freight stock to suit his own needs (and, after all, wasn't this how things were originally in the real railroads?)

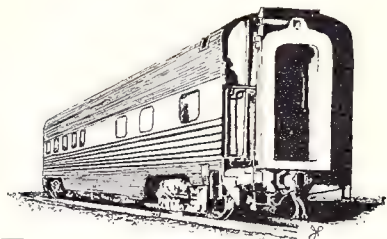
Both can pick up imagination-prodders by looking through prototype photographs. For instance, on page 30 of that worthy little booklet, "Along the Line", we find a picture of a VR A2 pulling the Bendigo Express. Looking more closely, we see a couple of old sleepers standing upright, leaning against the cutting side, where they were left (presumably) by a track gang. We see a delightfully "screwy" telegraph pole that looks as if it were hacked out from a local gum tree on the spot. We notice that this pole has only two crossarms, while across the line is a row of poles bearing wires on eight or nine crossarms. We see the not-too-straight post and wire fence, with its rough-hewn posts leaning every which way.

"Now what's he on about?" I can hear the remarks. "First he talks about imagination. Now he's just cribbing details from books!"

So what's the difference? The details are there all around us, in books *and* in real life. We see them, but we do not *observe* them, as Sherlock Holmes was wont to say to Dr. Watson. And poor old Watson, as everyone knows, was the dullest and least imaginative of men, while Holmes' sparkling imagination allowed him to solve impossible cases in between pipes of shag tobacco.

Which brings us back to where we came in. Does *your* pike look as if it was designed by Dr. Watson . . . workable, satisfying up to a point, with nothing that can be pointed out as in any way outstanding?

Or does it have those little sparkles that catch the eye — washing hanging on a line in the back yard; a motor car outside a garage, with a pair of feet protruding from underneath; a small boy riding excitingly (and illegally) on the open platform of an old-style express; a man on a long ladder cleaning windows?



CLUB CAR

To Club Officers: These pages are available for the dissemination of news about your societies. Brief news about activities will be welcome for these pages. Closing date is fifteenth of month prior to month of issue.

N.M.R.A. ACTIVITIES Eastern Division

The May divisional meeting was held at Ian Sherrington's home at St. Ives and was well attended by approximately 30 members.

One of the highlights of the afternoon was John Bujack's Radio Frequency Lighting Unit, which enables a locomotive to stand whilst its headlamp burns as bright as it does when running.

Charles Buchanan demonstrated his "OOO" gauge model C-38 especially built for him whilst he was in England. Beautifully constructed, its performance is as good as its looks.

Overall the afternoon proved to be quite entertaining, of which a good deal of the credit goes to Ian and his wife.

The June Meeting was held at the home of Basil Hammersley.

The afternoon proved to be among the best arranged meetings held for some time. One of the features of the afternoon was the sale of ex-P.M.G. switch-board keys.

This month's clinic was given by Terry Carpenter with a practical demonstration of core winding for transformers.

The forthcoming elections were the main subject of the meeting and the full implications and effects of members' votes were discussed.

News was released about the formation of Australia's first 100% N.M.R.A. Club. The Sydney Western R.R. Ltd., is a club of limited membership intent on operation.

Overall a good afternoon was had by all and much of the credit goes to Basil, his wife and a wonderful afternoon tea.

Future meetings are as follows: July 11 at Kevin Ryan's, 54 Bassett St., Hurstville; August 8 — this is the Annual General Meeting — Tim Moss, 189 Homer St., Earlwood; September 5, Ted McIntosh's, 13 Newton Rd., Strathfield. Members are requested to inform all these hosts if they intend to be present as catering is becoming increasingly difficult with the large numbers attending meetings. Meetings are all at 2.00 p.m.

Sunshine State Division (Queensland)

The Division meets on the second Saturday of each month at the homes of members, all meetings start at 2 p.m. and visitors are at all times most welcome. For further information contact

SYDNEY WESTERN RAILROAD: S.C.R.'s FIRST 100% N.M.R.A. CLUB

The end of May saw the formation of the very first 100% N.M.R.A. membership club within the Southern Cross Region. The members are Frans Persson, who has been elected president, John Bujack, elected secretary, Ron Mears, elected treasurer, John Parker, Keith Bell, Ted Hanson, Frank Steegh, Kevin Byrne, Vince Cummins, and Kel Mulhall.

The club has been formed with limited membership but not with the intent of being exclusive. Since the aim of this club is mainly to promote N.M.R.A. membership and model railroading, it is felt that this can be best accomplished by a closely knit, active and enthusiastic group.

It is not intended to construct a layout for club operation but it is planned to build a portable layout for exhibitions and displays in order to promote N.M.R.A. at various model railway exhibitions throughout the greater Sydney area and elsewhere.

This layout will have only scratchbuilt, kit built or super detailed structures and rolling equipment and all, where possible conforming to N.M.R.A. Standards and Recommended Practices. The club intends helping each member towards completing his own layout and eventually club operations and activities will float between these layouts. In the meantime club activities take place at Frans Persson's well known model system.

Any other keen N.M.R.A. members who are thinking of forming their own clubs and would like help on how to go about it may write to the club secretary, John Bujack, 28 National St., Cabramatta, N.S.W. who will be only too glad to help where he can.

To requote that often expressed, but often unpractised N.M.R.A. saying: "The more you do for the N.M.R.A. then the more the N.M.R.A. does for you." The members of this club intend to put lots of effort into the N.M.R.A. and we want all other fellow members to do the same. Too many members have been content to let others do the work and yet reap the benefits. Yet a little increased effort by every member could have the membership of the Southern Cross Region doubled within six months.

Many members fail to realise that increased membership actually reaps three to four times the benefits available to all. So get to it fellow members. This club is prepared to lead the way but we want others to follow to make the results more concrete.

Mr. Dan Sheehan, the secretary, or Mr. Gordon Anderson, the division public relations officer, or Mr. Ralph Petersen the chairman of the Cairns Model Railway Club.

Division officers are as follows:

Division Representative: Mr. Allan Ward, 17 Clarence Rd., Rockdale, N.S.W.

Division Secretary: Mr. Dan Sheehan, 68 Mearns St., Fairfield, Qld.

Division Public Relations Officer: Mr. Gordon Anderson, 6 Yarralla St., Chermide, Qld.

Northern District Representative: Mr. Ralph Petersen, P.O. Box 866, Cairns.

Coming meetings are as follows:

July 11: At the home of Mr. Paul Leuvin, 23 Grey St., South Brisbane.

August 8: At the home of Mr. Dan Sheehan, 68 Mearns St., Fairfield, Qld.

Central Division

The March meeting was held at Bill Spraggett's home. Models brought along and shown to members included the Stephenson's Rocket and Caledonian Railroad set. Some fine Tenshodo locos were also in evidence, a 4-6-2 and some of the Kumata Plantation locos. John Liebelt showed some magazines and literature from American Railroads viz. Pennsylvania and Milwaukee. The evening concluded after much discussion with supper, and more discussion.

The April meeting was held at John Liebelt's home at Little Hampton. This meeting was held on the Saturday afternoon and took the form of a barbecue. After several demonstrations of how to keep warm while lighting a fire the chops and sausages tasted just about the best ever. A meeting was held and correspondence relating to the election of officers was read and received. Much serious discussion on the redesign of our layout was done at this meeting and the next project appears to be the location and design of an engine terminal which Ern Raddatz has offered to build.

In the evening several 8mm movies of

railways were shown including P. Letheby's film of the ARHS trip north to Maree and Alberrie Creek. J. Liebelt's fine film of the Petwood derailment and train wreck, as well as a sequel showing the recovery of the burnt out diesel loco and how it was placed in the train while being taken to workshops.

Members walked over to the Melbourne railway line and photographed the afternoon freight trains. Later at night we watched the Melbourne express pass through as a string of lights in the darkened landscape.

All members agreed it was a "mighty" sight. John also showed a large photo cutout of a 500 class locomotive in its original form as well as a series of railway posters from all over the world. These were most interesting and colorful. It was suggested that our own railways could brighten up the railway scene with some "new" travel posters.

The May meeting was held at John Trelease's home and commenced with a rather crowded gathering at the layout in a shed crammed with odds and ends.

Unfortunately the motive power didn't behave too well and showed a tendency to derail and in the case of the Budd cars to uncouple where they shouldn't.

The only things which performed perfectly were the Kadee couplers and several movements involving the "delayed action drop" feature were carried out within a hitch. We returned to the house for further discussion and an informal meeting. One member brought along some HO equipment which he wished to sell and trading was brisk for a while.

Two records were played, one involved sound effects including some excellent sound impressions of Railways, etc., by West Harrison; the other record was "500". This has a certain nostalgic appeal as quite a few of the members present were actually on the trip when the recording was taken.

The evening concluded with supper and some discussion of plans to remodel our layout.

CLUB CAR (Cont.)

The June meeting was held at Noel Gully's home and started with a visit to Noel's layout. Vic Hill demonstrated a Mountain Class locomotive after general discussion on the building of the layout including future plans for easy handling of the sections near the door which have to be moved so that the car can be put into the garage. The meeting adjourned to the house and the business of reading correspondence was carried out.

Further discussion regarding the N.M.R.A. ballot sheets was in order but in the absence of facts and figures it is difficult to be certain that the proposed money return from dues would be suitable for our particular region.

It was suggested that the existing system, i.e. for us (or an overseas region) to handle their own dues as a separate item. Obviously the result depends upon the results of the ballot and at this stage we can only wait.

Notice of Meetings:

July 18: A. Thorpe, 14 Straun Avenue, Warradale Park.

August 12: P. Kerry, 24 Holbrooks Road, Flinders Park.

September 9: P. Letheby, 150 First Avenue, Royston Park.

October 14: R. Gilles, 96 Cremorne Street, Unley.

November 11: R. Footner, 4 Martin Avenue, Payneham.

December 9: J. Trelease, 7 Milton Avenue, Fullarton Estates.

New Zealand Division

Elsdon Arnold from Wainuiomata sailed recently for England, Europe and U.S.A., "Armed with my N.M.R.A. Yearbook" says he. We wish him every success in his travels.

Keith Wighton came up from New Plymouth recently and spent some time inspecting progress on John Wallers layout. Keith brought along a Crown series 080 and it ran very nicely on the short section of track in use at the time.

Another recent visitor was new member Geoff Allen from Reefton away down on the West Coast, South Island. Geoff is a keen photographer and likes chasing trains. Heard he chased a few while he was up here, both model and prototype.

Our movin'est member John Yolland turned up in Auckland to try his luck in the big village. We couldn't resist asking him how long he was stopping, but are glad to have him with us whether it's for a long or short while.

Southern Division

In May this division participated in a models exhibition. Our display consisted of an operating HOn3 layout of 8' x 3' — a simple loop with two short sidings sceniced to show a town edging a deep ravine. The track left over a trestle and winding into the hills disappeared through a timbered tunnel portal. The May meeting of the division was an informal discussion of the near complete layout. To complete the display a display case was filled with members' scratch and handbuilt cars and commercial locomotives.

The particularly pleasing note was the enthusiasm of members in displaying their models and volunteering to man the display.

The June meeting was held at the home of Graeme Gardner (See photo last issue of A.M.R.M.). His layout in a U shaped area surrounding his garage has a long "dogbone" track plan appearing as double track. Multiple panel control gives full potential for operation.

HERALD-SUN MODEL ENGINEERS' CLUB

The club is functioning well, and two outings have gone by. One being a visit to the St. George Model Railroad Club's annual exhibition, the other an outing to Warragamba Dam. This was a barbecue picnic day with the mums and kids followed by an inspection of the dam. Our members looked more like a camera club convention than a modellers club as the dam was photographed from all angles.

This and previous social outings have been so enjoyable that the club is seeking suggestions for future outings. Our secretary is busy planning our next exhibition to be held next November, so get busy members. Any help from non members would be very welcome also.

Next meeting August 11, in 7th floor cafeteria, 5.30 p.m.

OTHER CLUBS

NEW ZEALAND MODEL RAILWAY ASSOCIATION. Secretary: C. Bradley, P.O. Box 108, Wellington, C1. New Zealand.

On Saturday, 11th April, the 16th Annual General Meeting was held. Enthusiasts from all over the country attended and prior to the meeting members spent an enjoyable day visiting local layouts in Wellington.

The following officers were elected:

President: M. Duston; Vice-President, D. E. Fleury; Treasurer & Editor, I.T.G. Johnstone; Secretary, C. Bradley; Committeemen, R. V. Dixon, K. L. Andrewartha, K. R. Cassells, S. C. Gilling; Auditor, J.R.A. Gunn.

In December the 100th issue of the association's magazine, the N. Z. Model Railway Journal, was published. For the centenary issue the size was increased from 24 pages to 36 including seven pages of printed illustrations.

The primary aim of the association is to publish the journal and to provide links between members particularly country members who have little chance of joining clubs. The association also endeavours to encourage interest in N. Z. prototypes by publishing plans and information of local interest. Recent activities to further this aim was the publication of two volumes of 50 plans. This venture was very successful as the volumes were quickly sold out, however reprints should be soon to hand.

AUCKLAND MODEL RAILWAY CLUB. Sec.: B. R. Stacey, Box 2573, Auckland, N.Z.

The Annual General Meeting was held in the Auckland Chess Club Rooms, Queen St., on the 1st of April, 1964 at 8 p.m. John Wallers was in the chair and there were 25 members present.

The amended Club Constitution was read and adopted.

The election of officers resulted as follows:

Patron, W. W. Stewart; President, J. Wallers; Vice-President, R. Cundy; Secretary-Treasurer, B. R. Stacey; Committee, P. Parker, W. Stirling, R. Mann, R. Vickers; Librarian, R. Cundy; Editor, M. A. Halling; Auditor, E. Burns.

AUCKLAND METROPOLITAN MODEL RAILWAY CLUB. Hon. Sec. Warren Cunningham, P.O. Box 5883, Auckland, New Zealand.

The club, which is now in its fourth year, holds meetings on the first and third Tuesdays of each month at the Museum of Transport and Technology, Western Springs, Auckland. The meetings usually consist of talks, demonstrations, films, and construction work on the club's several group layouts. These layouts are under construction by groups of members who are interested in modelling the railways of particular countries. At present the groups represent N. Z., American, British and European railways plus a junior layout for members under 16. New members of all ages are always welcome.

The club also publishes a monthly magazine called "The Stoker" which is supplied free to all financial members. Anyone wanting further details of the club or a free copy of "The Stoker" is asked to contact the secretary at P. O. Box 5883, Auckland, N. Z., or at 'phone 82-241.

THE SOUTH AUSTRALIAN RAILWAY MODELERS ASSOCIATION. Secretary: T.D. Carter, 7 Eurimbla St., Parafield Gardens.

Meeting night second Wednesday of every month. Location, layout room at South Australian Railways Institute. Visitors always welcome. Construction and running nights every Monday night.

THE MORETON MODEL RAILWAY CLUB. Secretary, R. Gough Jr., 365 Fairfield Rd., Yeronga, Queensland.

The club still meets at the home of the club chairman Mr. Athol Smith, 12 Coates St., Morningside, on the second and fourth Mondays of the month.

We are at present building a shed in which to place the club layout as a permanent fixture, for members who wish to run their locos, etc.

This shed will be 24 ft. long x 10 ft. wide, allowing ample room to walk around the layout.

We are getting our club layout ready for the forthcoming exhibition in November. Another project being undertaken by the Moreton Club, is a 2 ft. gauge trolley, to run on our sugar cane tram lines here in Queensland, this trolley is powered by a 1926 motor cycle engine. It seats four people and travels at a speed of approximately 20mph. On our cane lines, this is quite fast enough.

Visitors and enquiries for club membership are welcome.

AUSTRALIAN MODEL RAILWAY ASSOCIATION — QUEENSLAND BRANCH. Secretary: A. C. Robinson, Saul St., New Chum, Dinmore.

This branch meets on the first and third Thursdays of each month. We are at present laying more track of our OO/HO layout for the Brisbane model railway week exhibition. This layout has 3' radius curves capable of taking any HO loco.

Work will start soon on reconstruction of our Sn3½ layout for the 1965 Queensland Industries Fair display of the Queensland Railways.

At the time of writing we are awaiting news from the Railways Department about new clubrooms.

CENTRAL COAST MODEL RAILWAY CLUB.

Secretary: L. H. Dodds, 4 Adelaide St., East Gosford, NSW.

Members of the Club viewed a selection of films loaned for the occasion by Mr. Ron Robson at their meeting on the eve of the recent school vacation.

These films depicted local and overseas places and machinery.

Some of them dealt with Disneyland and one with Japan. Others covered the Pacific Islands, while one was devoted entirely to diesel engines and their application to railroads.

This film came from the National Library at Canberra.

Those club members present were pleased to hear that Don Taylor has returned home after being a patient in the Gosford District Hospital for the past two weeks.

Don caught up on some reading of railroad practice and during the coming weeks is sure to be working on his layout.

The evening competition last Thursday night was won by Harry Gibson, of Ettalong.

At the last meeting two new members were welcomed, Len Fewtrell, of Erina and Maurice Henshaw, of East Gosford.

Thursday night, June 25 has been reserved for another full screening session on French railways.

THE MODEL RAILROAD CLUB. Secretary: John Parker, 34 Strickland St., Bass Hill, N.S.W.

Meetings are held every fourth Saturday at members' homes, 13 meetings per year. Visitors may attend by invitation of club members.

Latest events in this club include the dismantling of the club layout, preparatory to rebuilding. Several lessons were learnt from the old layout which may be of benefit to other clubs. For example, the layout was 4' x 8' and proved far too bulky and heavy to transport, handle, and store conveniently.

Another fault was that the track plan was too complicated, containing two reverse loops, numerous different routes, sharp bends, and steep grades. For control purposes the layout was divided into 8 sections, and wired for cab control by two cabs. Cab control may be an excellent means of control for an individually owned layout, but for a club layout it turned out to be completely impractical. It required practice, skill, and patience to learn how to operate efficiently, and at hectic club meetings time just simply wasn't available for all members to master it, with resulting operational chaos.



BULLETIN OF THE SYDNEY MODEL RAILWAY SOCIETY

NOTES OF THE SYDNEY MODEL RAILWAY SOCIETY

CLUB "O" GAUGE NEWS

Bob Stone had his finished V.A.M. Mann type Pullen sleeper in for a run in the all red colours. Of the two sleepers that have been seen running the other M.A.L. both belong to Bob. The M.A.L. is one of the converted 72'6" M.F.E. second class cars made into sleepers for the Brisbane Express a few years ago.

Don Stone at long last has finished his 57 class Loco. This Loco was built up from the former "O" gauge House castings. Like most "O" gauges the motor is in the tender but instead of a flexible drive as in most cases, this time it is a square drive fitted in a sleeve to allow for the curves with universal knuckle joints. It also has a fine burst of speed and hauling power.

Bert Hetherington had his very fine diesel 79 class shunter in for shunting duties at Station and Goods. Just recently he had it put to a heavy test on a private layout hauling 12 heavy trucks about 21 lbs. each up a 1.22 grade on very low amps and voltage. It was a surprise to both parties as the motor is a built up motor floating in the main frame, driving all wheels by chain drive.

For a dash of colour John Bowen had his U.S.R.A. Pacific in black and silver smoke box with six colourful trucks including caboose to match. This is a kind of train that stands out on any layout. Ron Golton had in a set of "O" Gauge House suburban electric cars in for trials. Ken Tack has some of his scratch built goods stock in again together with Warren Williams' free lance well-truck with load. Warren's truck is mounted on four bogies.

A reminder to the "O" gauge and "H.O." gaugers, don't forget the Hobby Show at the Sydney Lower Town Hall on the Labour Day weekend in October next. Further information is placed on notice board. The club is donating a cup for the best scratch built loco be

it steam, electric or diesel so long as it is not made of casting. All members taking part in this show to make own arrangements with the show organiser.

HO ACTIVITIES

In this field Eric Moss, one of the original members, dropped in to say hello to the boys and was very surprised to see how the HO layout had grown since he was last in. He also admired Arthur Wheatley's trestle bridge which bridges the gap between the bank from the valley up into the plateau. This bank has a grade of 1 in 20 and 16" radius curves. So Shay engines would be just right for working on this bank.

Bob Kollwyn has placed a signal box at Goods Road Bridge and is of European prototype. John Glastonbury has improved the appearance of his American prototype caboose by putting lanterns fitted with jewels for lenses which look realistic when the light is reflected from them. Arthur Wheatley has been very busy painting the control boards and Eugene Duff has a big job of disconnecting the two 40 volts from the O gauge switchboard so as the HO will have its own power supply to its transformers, rectifiers and batteries.

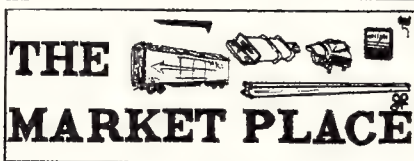
Arthur has also been putting new name plates on the control boards to indicate the accept and offer keys and also on the up and down main and sidings.

Dennis Sherring's Budd car has been re-engined with an Athearn conversion kit which consists of a motor with reduction gears and rubber bands that don't perish. He also fitted a fly-wheel which gives smoother running performances.

We had a demonstration of ASTRAC train control and inspected the units. This system certainly has its advantages. The only fault we could see was when on very low pulse power the motor rattled.

By the time you the member receives this magazine your club fees may have passed. Have you paid yours? Fees are now £2 city and 16/- country members. To all members are sent direct from the printers this magazine.

28th Annual General Meeting Monday 20th July, 1964 at 8 p.m. It is requested that no visitors should attend this night.



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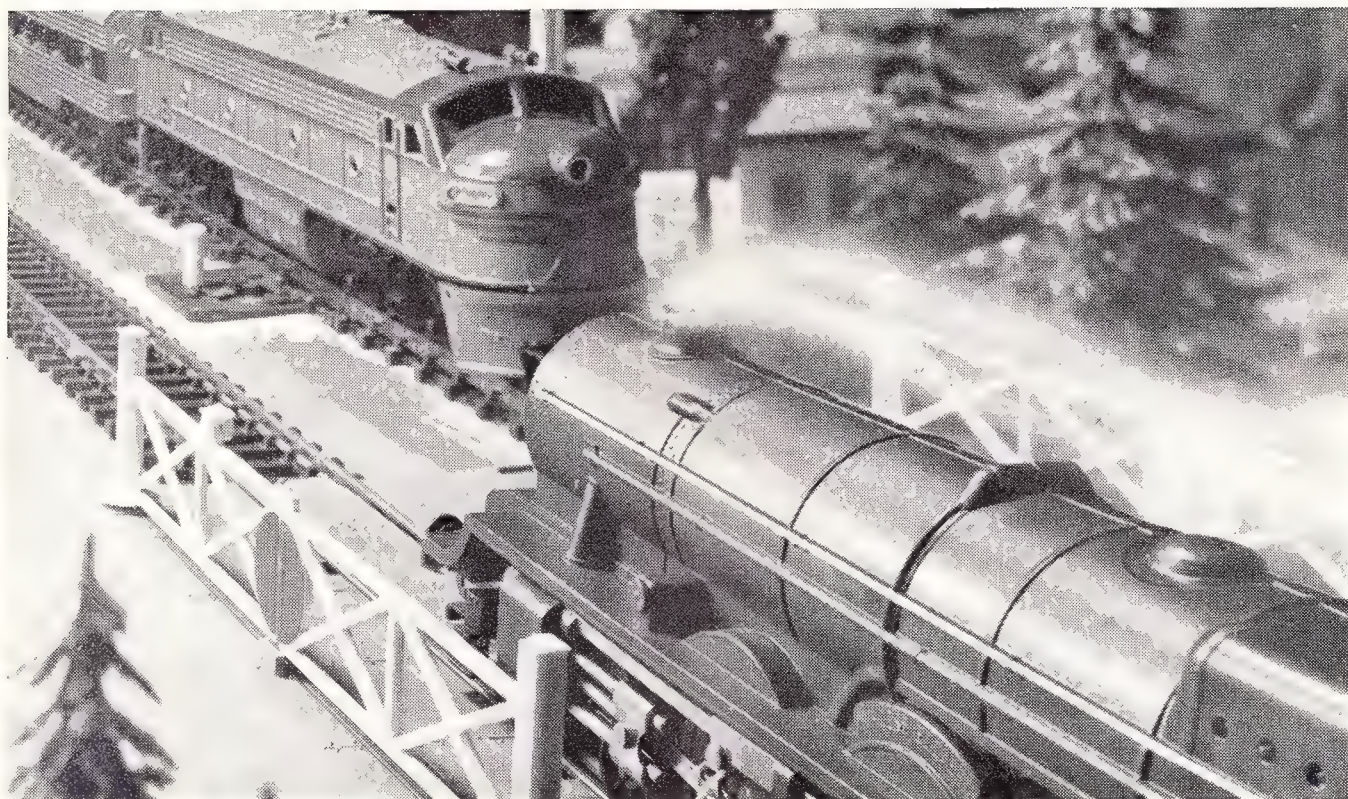
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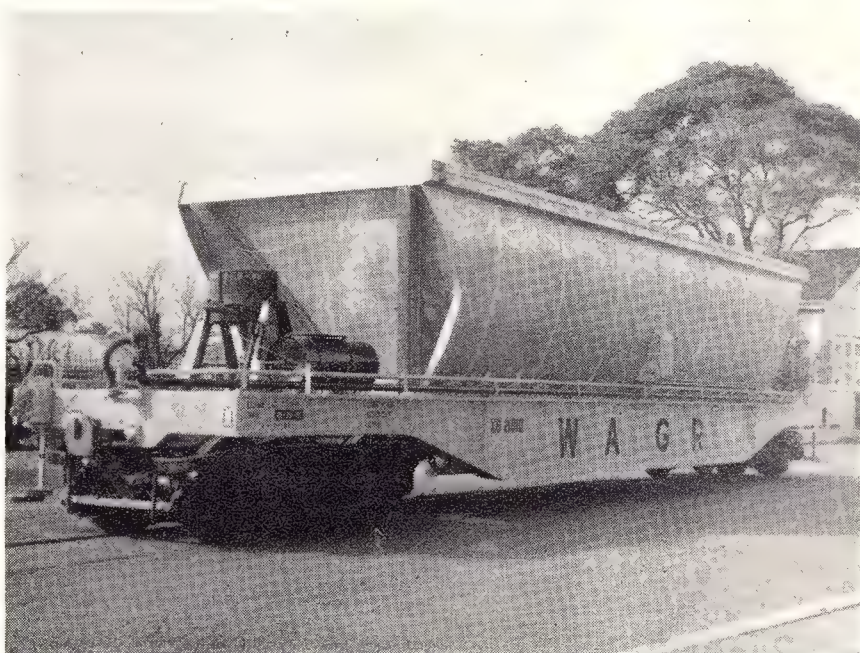
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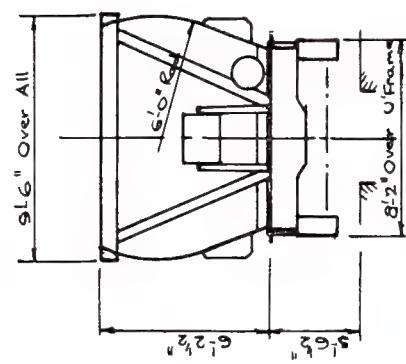
91A Gawler Place. 8-4297

The upper photograph is of a Queensland Railways WHO Wagon, a plan of which appeared in last issue. However our draughtsman made an error in the colour scheme. The WHO vehicles are painted BLACK and we are indebted to Stephen Suggit of Brisbane for this correction. We hope our error has not caused any inconvenience. Incidentally these wagons are used extensively on the Mt. Isa line for transporting ore.

(Photo by courtesy Queensland Railways)

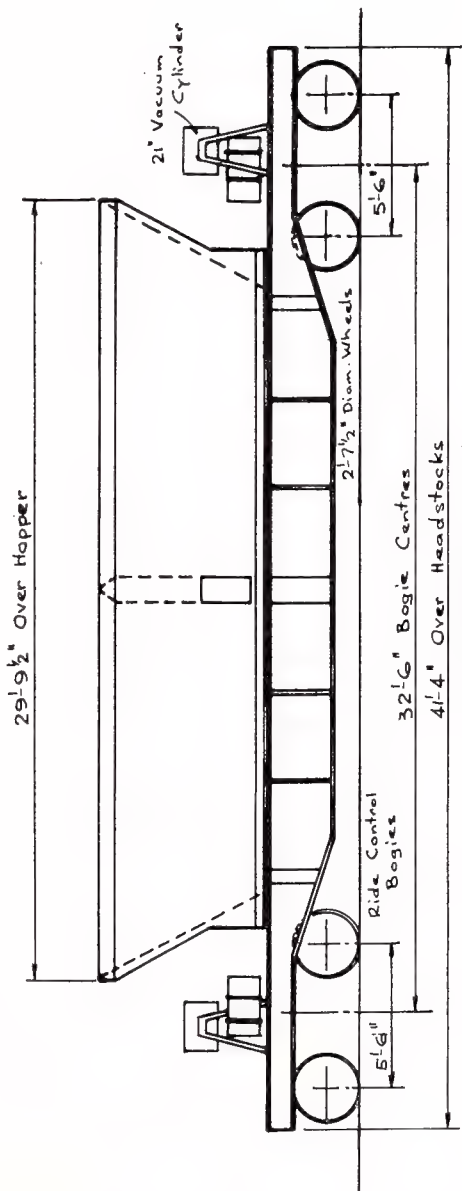
The lower photo depicts a West Australian Railways 60 Ton Bauxite Hopper Wagon. Our Plan appears opposite.

(Photo by courtesy of West. Aust. Govt. Railways)

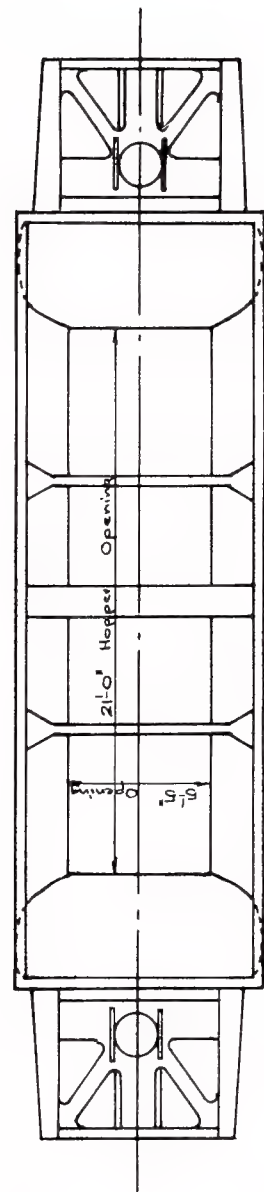


END ELEVATION

COLOURS
 HOPPER - Unpainted Aluminium
 U-FRAME - Golden Yellow
 BODIES - Black
 LETTERING - Black



ELEVATION



PLAN



SCALE

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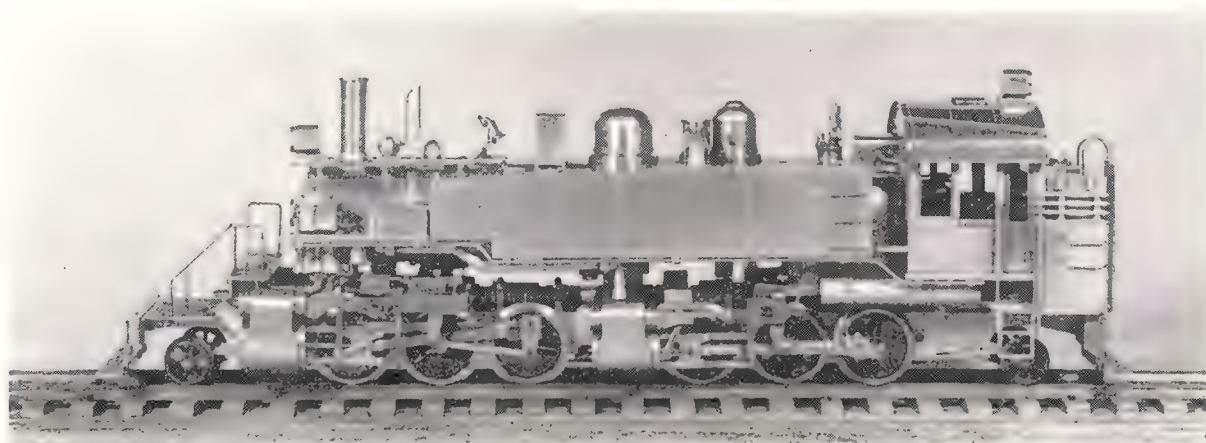
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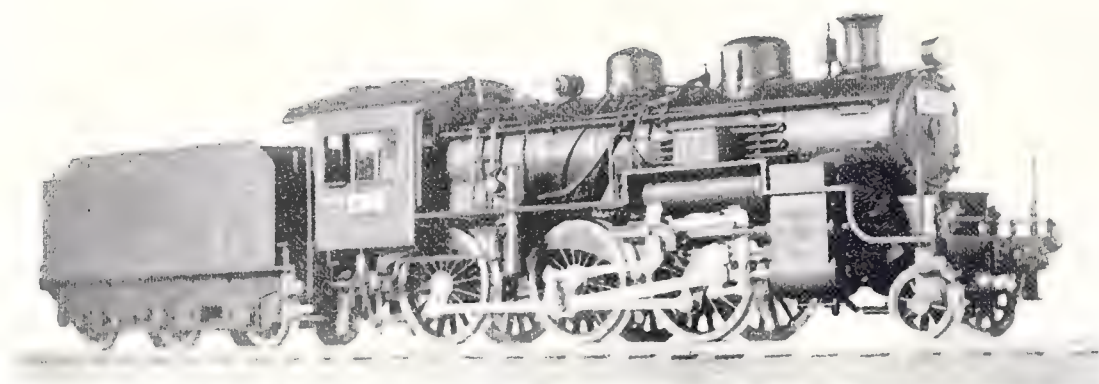
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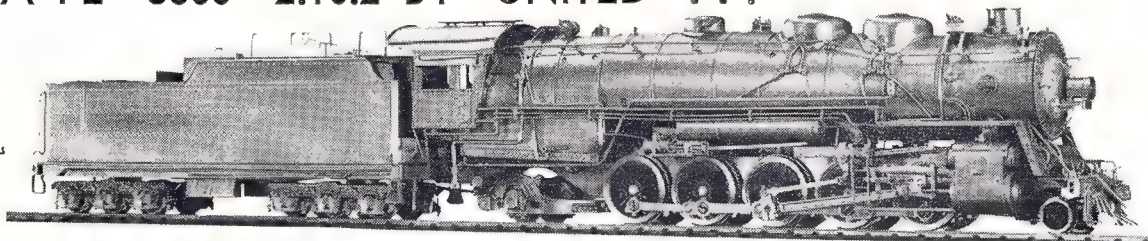
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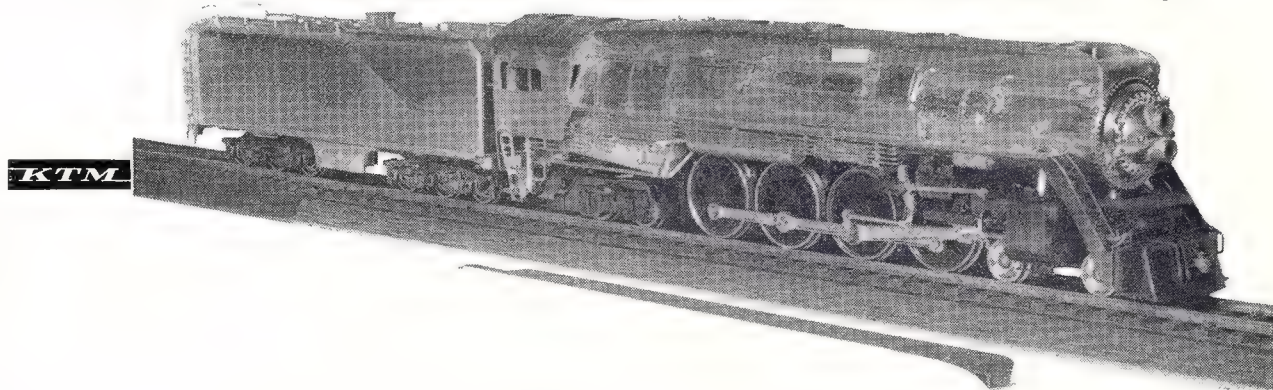


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SOUTHERN PACIFIC 4.8.4 "DAYLIGHT" BY "K.T.M." . . .



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Other News from "THE DOCKYARD" . . .

Whilst the skilled working of brass has become the recognised hallmark of the Japanese locomotive manufacturers, it is unusual to find any similar products in brass originating from elsewhere. Of exceptional interest therefore is the brief appearance of Pocher's brass "Bayard" Locomotive. The prototype of which was manufactured by Longridge & Co., of Newcastle, England, and inaugurated service on the first Italian railway in 1839. Of 2-2-2-wheel arrangement with 4 wheel tender, the model is beautifully detailed, down to etched name and builder's plates, and comes unpainted, with a satin finish. Price, £33 . . .

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tern, are now in stock at 8/-d. each . . . 'Repeats' also include more of the entire range of Central Valley trucks, King Pin sets for 4 and 6 wheeled trucks. 26" Wheels for HO_{N3} and both 33" and 36" Wheels for HO. A new item in the Old-timers Series is the Detroit Grand Haven & Milwaukee Box Car kit at 50/-d . . . From Katsumi, in HO, come two modern J.N.R. prototype Locomotives: The 'C-53 Class Pacific and 'D-51' Class Mikado. Both models are finely detailed, have sprung frames and come painted. Price, £33 each . . .

Of other non-American prototype models from Japan, Tenshodo are now delivering a limited number of the Swedish Sb 132T Tank Loco. at £23 each. The German D 3/6 model should also be to hand from Tenshodo by the time this appears in print . . .

For HO Traction modellers, Kumata will shortly deliver a new line of Single and Double Bracket Arm Line Poles. Of all

brass manufacture, complete with base-board lock nuts, these Line Poles will be available for 4/-d. and 5/-d. each, respectively . . .

"Fleet" stocks just to hand include most items in the O gauge truck and wheel range and there are some price increases . . . Soldering about the layout is greatly aided by two handy low voltage soldering irons, both of which may be fed directly from the track: The smaller Iron is of 10 Watts capacity and is fitted with a 1/8" tip. The larger Iron is of 40 Watts capacity and has a 5/16" tip. Prices are 50/-d. and 65/-d. each, respectively . . . Kumata have now delivered the HO Porter Mogul, along with the HO_{N3} Forney Tank and the final batch of HO 0-4-0 Plantation Ma'let has also been included in this shipment. Due to the complete sell-out of the HO Forney Tank, further production is promised in the coming months. Also a further run of HO 0-4-0 Plantation Loco. & Tender, long out of stock.

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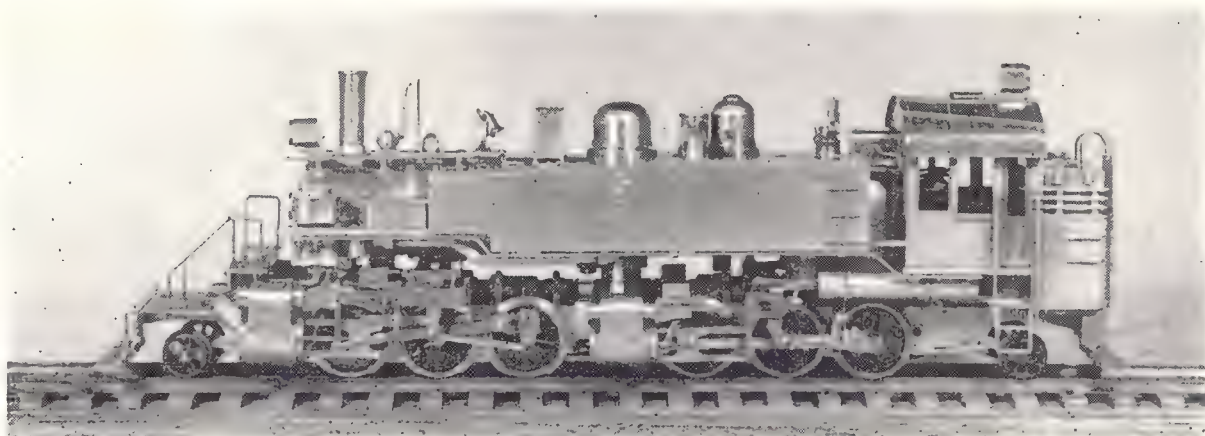
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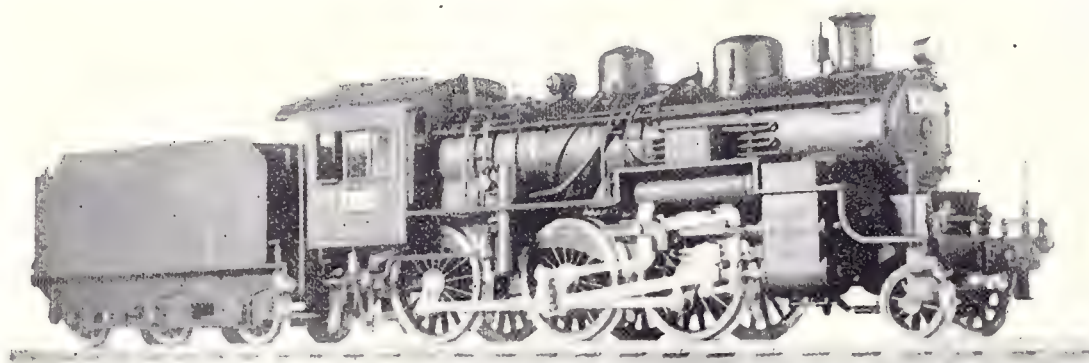
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THE AUSTRALASIAN MODEL RAILROAD MAGAZINE

Vol. 1, No. 9, Aug./Sept., 1964

Incorporating **THE BOOSTER**

THE OFFICIAL JOURNAL OF THE SOUTHERN CROSS REGION OF N.M.R.A.
Also THE YARDMASTER, The Bulletin of the Sydney Model Railway Society.

AUSTRALIA'S LEADING MODEL RAILROAD MAGAZINE

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CONTRIBUTIONS: Articles, drawings, and photographs are welcome. Accepted material is subject to whatever changes are necessary by the Editor to meet the requirements of this publication. The contents of this magazine must not be reprinted without written permission of the publishers.

PRODUCED for S.C.R. Publications by PHOTO DIGEST PTY. LTD., 483 Riley St., Surry Hills, N.S.W. 'Phone: 69-6880.

PUBLISHED by S.C.R. PUBLICATIONS, 189 Homer St., Earlwood, Sydney, N.S.W.

EDITOR: J. T. St. LEGER MOSS.

OFFICE: 55-6886.

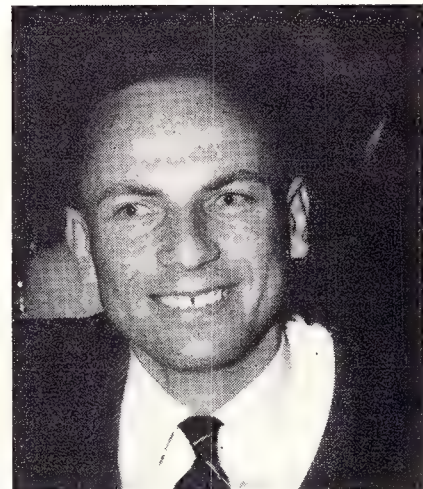
EDITORIAL COMMITTEE: BASIL T. HAMMERSLEY, FRANK A. MAXWELL, JOHN M. WHEELER, KENNETH SPILSTED, WILLIAM C. FRASER.

Illustrators: N. COUGHLAN, J. F. PARKER; **Staff Photographer:** IVAN W. IVE.

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PRINTED by Publicity Press Limited, 29-31 Meagher St., Chippendale, N.S.W.

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MIKE BRIDGLAND

While studying Economics at the University of Adelaide he worked between lectures in the family business of Bridglands', 91a Gawler Place, Adelaide. An overseas trip by Mr. Bridgland senior in 1953 forced Mike to give up the University course and take over the reins of the business. To relieve his father who had many outside civic interests Mike became manager in 1956 and in 1958 was made a partner in the firm. Mike has a lovely English wife and two sons and a daughter.

Throughout his life he has been a keen sportsman having played cricket for Glenelg for 14 years, and the University. Social sporting activities include golf, tennis, surfing and swimming. On the promotional side Mike takes a great interest in model railways and with this in mind his regular interstate trips keep "Bridglands" right up to date with new trends and ideas.

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On the Cover:

The picture shows Allan Taylor, of Punchbowl, at the controls of a freight consist on his well sceniced lay-out in Sydney. Another picture of Allan's layout appears in the Scenic Route.



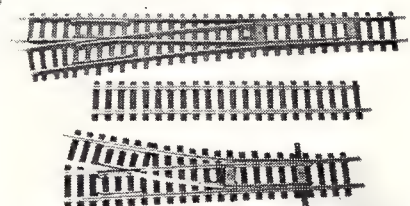
Pre-fabricated Track Components

Manufactured by: Shinohara, Yokohama, Japan.

Prices: See text.

This manufacturer is well known in this country as their products are widely distributed through hobby shops. Not so long ago changes were made in the method of manufacture and although their dimensions slipped slightly, the appearance and operating characteristics improved considerably.

The illustration shows a No. 6 left hand turnout of the old type at the top, whilst the section of track and the No. 4 turnout are to the new design. The improvements are sleepers with grain of timber moulded in to surface and finely moulded plates under rails and spike heads to retain the rail on base. There are spiking holes on either side of rail at every sixth sleeper for positive spiking to road base. This latter feature is most important as it enables the modeller to fit the track down evenly and flat.



The rail is available in nickel silver or brass in 3'0" lengths at approximately 9/6 per yard including two rail joiners. The turnouts are available in Nos. 4, 6, and 8 sizes both left and right priced from 16/6 each; other items include diamond crossings 15, 30, 45 and 90 degree, single and double crossovers and double slip switches in Nos. 4 and 6, the latter are priced in the £3-4 bracket and are first class performers.

The track and turnouts check out on the N.M.R.A. gauge although the flange-ways are inclined to be a little on the wide side. The sleepers are 8'3" long, 12 inch wide, 3 inch deep on 2'0" spacing. The rail is .097 high N.M.R.A. RP 15 gives a minimum of .098. Base width of .088 is OK whilst the rail head width of .039 is less than the recommended. .043 minimum. None of these

deficiencies are sufficient to affect the running qualities of this manufacturer's products.

A good buy. Top quality, but no good for those who run most proprietary train sets. Check with your hobby shop before buying.

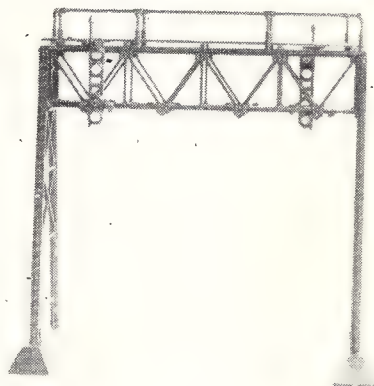
Plasticville Signal Bridge

Manufacturer: Bachmann Bros. Inc., Philadelphia, U.S.A.

Price: 13/11.

There is no doubt plastics have been of great benefit to the model railroad fraternity over the last few years.

The use of this material, mainly in the injected moulded form, has resulted in the manufacturer being able to produce a range of extremely well detailed accessories at very reasonable prices.



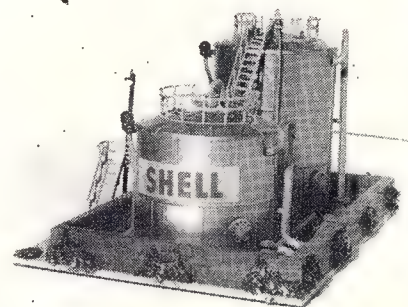
The signal bridge illustrated is no exception. Plasticville have produced an elegant bridge with all members of very slim proportions. The girders are of riveted construction correctly gusseted. Ladders are moulded to each end vertical frame and a cat walk with railing across the top.

Dummy four light signals fitted with two orange and one each red and green lenses, together with concrete foundations, complete this model.

Dimensions are:

Overall width	33'6"
Overall height	33'6"
Clearance height from base	22'6"
Distance between foundations	25'6"
Distance between end girders	28'9"
Length of base	15'0"

These dimensions make the bridge suitable for double track installations to N.M.R.A. HO standards. A good buy and when painted forms a first class accessory.



Kibri Oil Storage Installation

Australian Distributor: Wilkinson, Beale & Tindley, Sydney.

List Price: £1/5/0.

Once more a fine plastic kit packed full of first class detail such as connecting pipe lines, valve cocks, vents. Superstructure in the form of stairways, safety rails, and lighting standard are other details included.

The two tanks are of riveted construction and of a reasonable size for the average railroad. The stone fence could be well left out for maximum view of detail and improved realism for Australian conditions.

There is also available a larger single tank which is a little too large for the average layout. The size of the unit reviewed above is 43'0" long x 30'0" wide x 27'1" overall height.

A good quality unit at a sensible price.

C.P.R. 4-6-2 Pacific Loco

Manufacturer: United Scale Models, Japan. Price: £29/15/0.

From this manufacturer we have come to expect a fine model capable of smooth running with plenty of detail for all but the most fastidious modeller, and for him there's plenty of castings and other components available to add every other detail he might desire.

The loco tested was brand new straight from the box and it ran like a charm. All wheels except trailing truck checked out for gauge. Tender and trailing truck wheels OK for width. The trailing truck insulated wheel had a slight wobble and this threw it out of gauge.

Valve gear is of the Walschaerts type and has been finely built as are the main and side rods. Detail includes Elesco feed water heater system, Nathan double top feed check valve, Sunbeam type head-



light. The single phase air pump fitted would be a bit hard pressed to supply enough air. It may have been fitted — couldn't find any prototype plan to check.

Loco cab is of the all weather type as is common in Canada. Tender coupling could be a bit closer however; detail includes hatches, handrails, rerailers and steps, Commonwealth tender trucks fitted, equalised but not sprung.

Specifications:

Overall length: 77'0"

Length between extreme axles: 67'6"

Loco driver wheelbase: 13'0"

Tender wheelbase: 16'0"

Driver diameter: 69"

Lead truck: 27" x 7'0" w/base

Trailing truck: 42"

Tender wheels: 36" x 6'0" w/base

Maximum current capacity: $\frac{3}{4}$ amp

Normal current capacity: $\frac{1}{2}$ amp

Starting voltage: 6 $\frac{1}{2}$ volt.

Freight and Passenger Trucks

Manufacturer: Central Valley Model Works, California, U.S.A.

Price: Range from 14/3 to 33/6 per pair.

The manufacturer claims that these are "the finest HO trucks you can buy" and with this statement I would agree. I don't say they are the only goods but believe me they are excellent, and it would be safe to say that they don't come better.

Selection is — 6 wheel passenger with riveted or cast frame; 4 wheel riveted, standard and streamline frames; old time Fox rigid frame; Fox swing motion; Arch Bar HO and HON3; Modern Freight Bettendorf, Roller Bearing. Illustrated is the HON3 Arch Bar.



Construction is: all metal high detail diecast frames; precision turned brass oxidised wheels; pin point steel axles; soft coil springs, working equalisers; movable journal boxes; baked dielectric insulation, roll tested on high voltage track. Ready to run, a high class reasonably priced product.

Model Railway Scale Rule

Manufactured by: General Tool, U.S.A.

Price: Approximately 19/6 each.

This rule is a cut above the average scale rule which has been available to the modeller in this country. The rule is made from stainless steel engraved in black.

There are three scales on one side namely 3.5 m. (HO), 3/16" (S), and 1/8" to 1'0" (O gauge). The length is 87 foot long in HO 3.5 mm scale.

On the other side are a number of useful reference tables including a 5 inch rule graduated in 64ths, a 10 cm rule in millimetre graduations, a decimal equivalent listing for fractional drills and the same for number drills, a reference table of tap and drill sizes for small screws.

As you can see this is a very fine rule accurately made and well worth having.

TITCHERS HOBBIES of Dandenong

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E.M.E. TRANSISTOR THROTTLE Mk. I as reviewed in the April/May issue of this magazine to enable the Model Railroad enthusiast to own a controller giving realism never before obtainable with standard equipment.

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- ★ WALTHER EQUIPMENT CATALOGUE — 15/6
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- ★ KEMTRON Airtank Kits — you cut to your length — tubes, ends and drain valve, 13/6 set.
- ★ Also from KEMTRON. Superdetailing for the WABASH MOGUL loco and tender — and watch for the HO Wabash Mogul kit; most detailed loco kit ever produced in HO scale. (U.S. Autumn delivery). Orders taken now; no price as yet.

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Editorial...

Can you read? Or perhaps I should say do you read? In this age of television we spend so much time with our eyes glued to the magic box that valuable hours are wasted on absorbing unnecessary and useless material. The art of learning from the printed word is being gradually lost and replaced by the world of entertainment. Certain TV programmes are excellent of course, both from the educational point of view and from the entertainment side. But I wonder if the average modeller reads as many books on railway modelling that I did when I took up the hobby 15 years ago?

In my library I have quite a large range of books ranging from the "Model Railroad Encyclopedia" to "A Century of Locomotives". The former I was lucky to pick up in a second hand bookstall one day whilst browsing and I prize it like a jewel. The latter I obtained at the N.S.W. Railways Centenary Exhibition. Both are invaluable when I want to refer to some characteristic of either an American or N.S.W. prototype loco.

Victorian Railways have published "Victorian Railways to '55" which is a fascinating story. I believe copies are still available from the Publicity and Betterment Board. A new book on the local scene was published by Angus & Robertson in February. It is "Railways of Australia" by C. C. Singleton and David Burke and is profusely illustrated. Every railway enthusiast should have one. Christmas is coming so why not underline this passage and leave your magazine in a prominent position where your loved ones can see it? You might be lucky. Several of our advertisers specialise in books and the range that they carry is enormous. Why not drop them a line and get a list of their books. Even reading the lists is fascinating.

Then there are the publications of the various societies. The Australian Railway Historical Society publishes a monthly Bulletin which is full of little known stories about railway history, equipment and branch lines and is a mine of information. Similarly several New Zealand societies, amongst whom the Railway Enthusiasts and the Railway and Locomotive Society are examples, produce beautifully illustrated brochures on railways of that country. Watch out also for railway calendars. They contain some beautiful photographs. Every model or prototype railway club should have and make sure its members use a well stocked library.

Bill Gardner's

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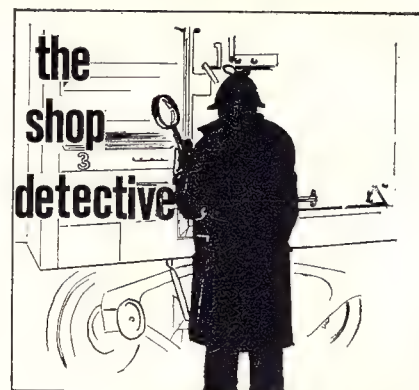
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TRADE ENQUIRIES ARE INVITED.



Anyone with a spare five shillings and nippence in their pocket could spend it on nothing better than Airfix' latest release, the Prestwin Silo Wagon. Ours came from the Australian agents with a request that we make it up. And this we did with comparative ease like all this brand of kits. The individual parts are finely made. 64 parts to the kit with nine decals to decorate it. X2F couplers as usual . . . May as well mention the scale figures for the trackside while talking of Airfix . . . S4 "Farmyard Animal Set" has no less than 43 beasts of all kinds; S6 "Civilian Group" has 48 men, women and children in various positions; old time modellers will welcome the "Wagon Train Set" with 46 pieces . . . clever builders could use parts of this set in many scenes. All these are unpainted, sell for 5/3 a set, each.

Hitherto modellers with scale track have had to do a bit of wheel flange changing with Fleischmann but we have just seen and run their new Baldwin All Purpose diesel. It ran freely on code 100 track and negotiated Shinohara, Sentinel and Peco Streamline points and crossovers with no trouble at all. Manufacturer's number is 1340A. The usual Fleischmann couplers but Kadees could be fitted with little trouble.

In a letter from Titcher's of Dandenong came a nice little sheet of black and white posters which are always useful on the layout. Drop them a line and you might be lucky to get one . . . They're free while they last.

Jack Richardson of Traction Publications, is back on the job after having had to leave it on one side for a couple of months, and will be replying to all unanswered letters as soon as possible. Those wondering at the silence from Austral Modelcraft in Brisbane over the last month or so will be glad to know that Clive McTaggart is recovering from his injured hand and orders should be well in hand by the end of the next three months. He tells us that there is plenty of Shinohara HON3 track and switches on the way for narrow gaugers.

Members of the Southern Cross
Region of the N.M.R.A. receive
this magazine free.
JOIN NOW!

THE MODEL RAILWAY EXHIBITION

SYDNEY MODEL RAILROAD SUPPLIES (Stand No. 1) — Visitors to the exhibition should not miss this exhibit. Apart from the fantastic array of Athearn model railway equipment there is a well built layout constructed of Shinohara track and point work. As usual, this exhibitor will have on show a large range of imported brass locomotives. The best of these is probably the Santa Fe 2-8-2.

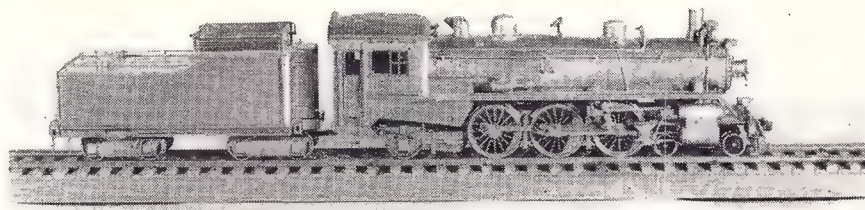
AUSTRALIAN RAILWAY HISTORICAL SOCIETY (Stand No. 2) — This society has always been one of the most popular in the railway world and is famed not only for its research and publications but for its rail tours and outings. There are branches in several states. The display will show models in various scales of historical locomotives and carriages. Of special interest will be a small number of historical relics such as builders' plates, tickets, etc. Several photos will be shown. Examples of the society's publications will be featured. Membership is open to all railway enthusiasts. Ask for details.

LIBERTY TRADING CO. PTY. LTD. (Stand No. 3) — This firm is the sole agent for Airfix kits and H & M power units. Displayed will be thirty different pieces of H & M equipment for the hobbyist. Also modellers will be able to see all the Airfix range of kits shown beside a typical railway track.

NEW SOUTH WALES SCHOOLS RAILWAY CLUBS ASSOCIATION (Stand No. 4) — Membership of this association is open to any secondary school maintaining a railway club which meets regularly. The association will be featuring a 3-rail layout and also on the stand will be stationary models and photographs. The association's publication, the "Railway News", will also be on sale to the public. The Secretary-General is Mr. W. Moorhead, 23 Princess St., Brighton-le-Sands.

ST. GEORGE MODEL RAILROAD CLUB (Stand No. 5) — The junior members of the club have made the layout for this exhibit. It is a 6' x 4' model railway which uses code 100 track and has two main lines with three sidings, upon which will be operated rolling stock and locos belonging to members. It is in two rail and is fully signalled with semaphore and colour light signals. The latter are a delight to see having been hand made by member Bob Cowing.

Scenery has been constructed over a bronze wire base which has been covered with layers of paper followed by a sawdust, whitening and glue mixture. Membership of this club is open to anyone above the age of 12 years. Inquiries to Peter Lucock, phone 57-2730.



This all brass C.P.R. 4.6.2 is an example of the locos to be found on the Sydney Model Railroad Supplies Stand.

J. SEARLE & SONS (Stand No. 6) — As at last exhibition, modellers will be able to see the vast range of Marklin trains and accessories displayed by this hobbyshop.

SYNTRONICS PTY. LTD. (Stand No. 7) — Most modellers will be interested in the electronic gadgets featured on this exhibit. Demonstrations will be given of radio frequency control of trains. It is understood that five locomotives can be independently controlled on the same track at the same time by means of microwave receivers in the locomotives.

NEWCASTLE SOCIETY OF RAILWAY MODELLERS (Stand No. 8) —

Once again we are to be treated to a view of the excellent display stand of this society. This beautifully built glass fronted case gives a splendid eye level display of six foot long tracks. Shown thereon will be some of the most finely built locomotives and rolling stock that will be seen at the exhibition.

AUSTRALIAN ELECTRIC TRACTION ASSOCIATION (Stand No. 9) —

This association will again be featuring an extensive layout. Built to a scale of $\frac{3}{8}$ " to the foot it will have tracks representing standard and 3'6" gauges. Upon these tracks will be seen models of N.S.W. and freelance tramcars.

REFRESHMENTS (Stand No. 10).

JEWELITE MANUFACTURING COMPANY (Stand No. 11) —

This firm of manufacturing jewellers will be displaying a large variety of ornaments, jewellery, cufflinks, tie bars, key rings, and car and lapel badges featuring railway motifs. Model railway club badges which have been made by the company will be on show.

LAWRENCE WARD, MAURICE ROBSON AND RAY BANNERMAN (Stand No. 12) —

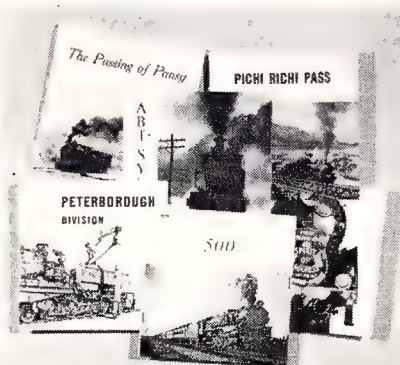
These modellers are showing their 2-rail HO scale double track layout with branch line. The model is 8' x 4' with some excellent scenery and features automatic signalling with both semaphore and colour light signals. Rolling stock is Tri-ang, Athearn, and Hornby.

RAIL RECORDING AND FILM SERVICES (Stand No. 13) — This will probably be one of the most popular stands at the exhibition. Here prototype enthusiasts will be able to hear the many recordings which this firm has now produced of railway sounds from various parts of Australia. Also a range of 8mm movie films on similar subjects will be available.

SOUTH PACIFIC ELECTRIC RAILWAY CO-OPERATIVE SOCIETY LTD. (Stand No. 14) — This association's museum at Loftus near the Royal National Park, Sydney, is now quite famous for it is only there that one can see examples of Sydney's former tramcars. Member Bob Merchant has constructed for this exhibition a 6' x 3' layout with commercial and hand built traction models in 3.5mm scale. Also featured will be models of tramcars in larger scales. Interesting tramway photographs will be on display. Visitors to the exhibition will be able to purchase copies of the society's magazine "Trolley Wire". Membership of the society is open to tramway enthusiasts.

GOLDING MODEL SUPPLIES (Stand No. 15) — This firm also operates the Bexley North Hobby Centre and its stand will feature a large range of model railway products from its store's shelves. Amongst the

brands displayed will be Athearn, Kibri, Faller, Merten, Tri-ang, and a large range of kits and quite a good variety of imported brass locomotives. A good range of Shinohara track, pointwork, three way switches, double slips, crossings



Some of the covers of recordings to be seen on the Rail Recording & Film Services Stand.

and crossovers can be inspected. Also a full range of Sentinel products. The highlight of the goods on display will certainly be the brass model by K.T.M. of the Southern Pacific "Daylight" 4.8.4.

AURORA MODEL RAILROAD CLUB (Stands Nos. 16 and 17) — Always keen exhibitors at model railway exhibitions the members of

this club are showing two layouts. One is an 8' x 5' HO scale scene featuring Shinohara track work, fully signalled and operated with cab control. The scenery has been well done being constructed with a mixture of asbestos, plaster and Artex. Also there is a 9' x 4'6" exhibit constructed with Peco track and Tenshodo points. The scenery is typically American in its appearance with bridges and a canyon. Membership of this club is open to anyone between the ages of 12 and 65.

SYDNEY SOCIETY OF MODEL ENGINEERS (Stand No. 18) — One of Sydney's oldest clubs for modellers located at Parramatta Road, Ashfield, this exhibitor will, apart from racing boats and cars, be showing locomotive models in several gauges ranging from O to a large locomotive with 12" gauge track. The models in 2½" and 3½" track gauge are live steam and their fine quality construction is well worth the keen attention of the visitor to the exhibition. Interesting photographs complete the display. Membership is open to all over the age of 14 years and Mr. A. J. Harvey, 7 Beaumont St., Campsie can give all details.

S.C.R. PUBLICATIONS AND THE SOUTHERN CROSS REGION of the NATIONAL MODEL RAILROAD ASSOCIATION (Stand No. 19) — First on the left as you enter the hall our stand will be featuring the association's publication the Australasian Model Railroad Magazine. Apart from the current issue don't miss this opportunity to secure back numbers as these are fast disappearing from our store. Featured also will be equipment, buildings, and rolling stock which have been made from plans and articles presented by this publication. Members of the editorial staff will be pleased to receive suggestions from readers for future articles in the magazine.

AUSTRALIAN MODEL RAILWAY ASSOCIATION (Stand No. 20) — On this stand will be found an information booth. Also in show cases will be on display a number of well built pieces of rolling stock

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EXHIBITION (CONTINUED)

and locomotives from various exhibitors. Part of the space will be occupied by a OO scale layout showing New South Wales prototypes which has been built by Bruce Lovett. This is well constructed showing some good scenery. Adjacent can be seen a 6' x 3' TT layout with full scenery displayed by Carl Ackland. John Skilton is also displaying his model which features single and double deck Hamo trams.

KEITH CAMERON (Stand No. 21) — This modeller has brought to the exhibition his 7' x 5' high and low level model railway which has been well decorated with scenery and he has built his own signals. The trackwork is by Wrenn. His engine shed is worth inspection.

CENTRAL COAST MODEL RAILWAY CLUB (Stand No. 22) — The keen modellers of this club will be exhibiting two layouts at the exhibition. The first is 12 ft. by 4 ft. with three separate loops and five trains may be run on it at the

one time. The second layout measures 8 ft. by 4 ft. and with the island type stand visitors to the exhibition may watch the display from two sides. Transported from Gosford each layout is able to be broken up into several sections to make carrying easy.

SUTHERLAND MODEL RAILWAY SOCIETY (Stand No. 23) — This features an HO Gauge layout and a static model display. The former measures 8'6" x 4'6" and has been adapted from one of the plans from "101 Track Plans" by Westcott. Models are in O Gauge of N.S.W. prototypes. Both layout and models were constructed by Sydney Lothian and Lionel Clapham. Of a basic figure eight design the plan allows for continuous one track operation. The scenery is mountainous showing several types of railway bridges and one in 30 grades.

BERG'S HOBBIES (Stand No. 25) — George Berg, well known modeller and proprietor of this hobby shop at 111 Macquarie Street, Parramatta, will be featuring something new in the modelling world, a 7' x 4' 2-rail layout

which is fully automatic with trains buzzing around and starting and stopping before colour light signals. Also on the same stand will be seen a small layout combining both cars and trains. George Berg and his able assistants will be glad to meet you and answer all your queries and solve all your troubles.

LEN MARSDEN (Stand No. 26) — One of the few TT layouts in the exhibition, the 16' x 8' area allows, in this scale, a large amount of trackwork and combined with the scenery this working model is very attractive. This exhibit, although fully portable, being made in three sections, demonstrates the feasibility of a relatively large layout being constructed where permanent large operating area is not available.

RICHARD YOUL (Stand No. 27) — This enthusiastic modeller is exhibiting his ½" ft. scale tramway system which features a typical tram depot. The layout area measures 15' x 10'. Tracks are complete with overhead wiring. Tramcars on display will be N.S.W. types R, J and C classes.

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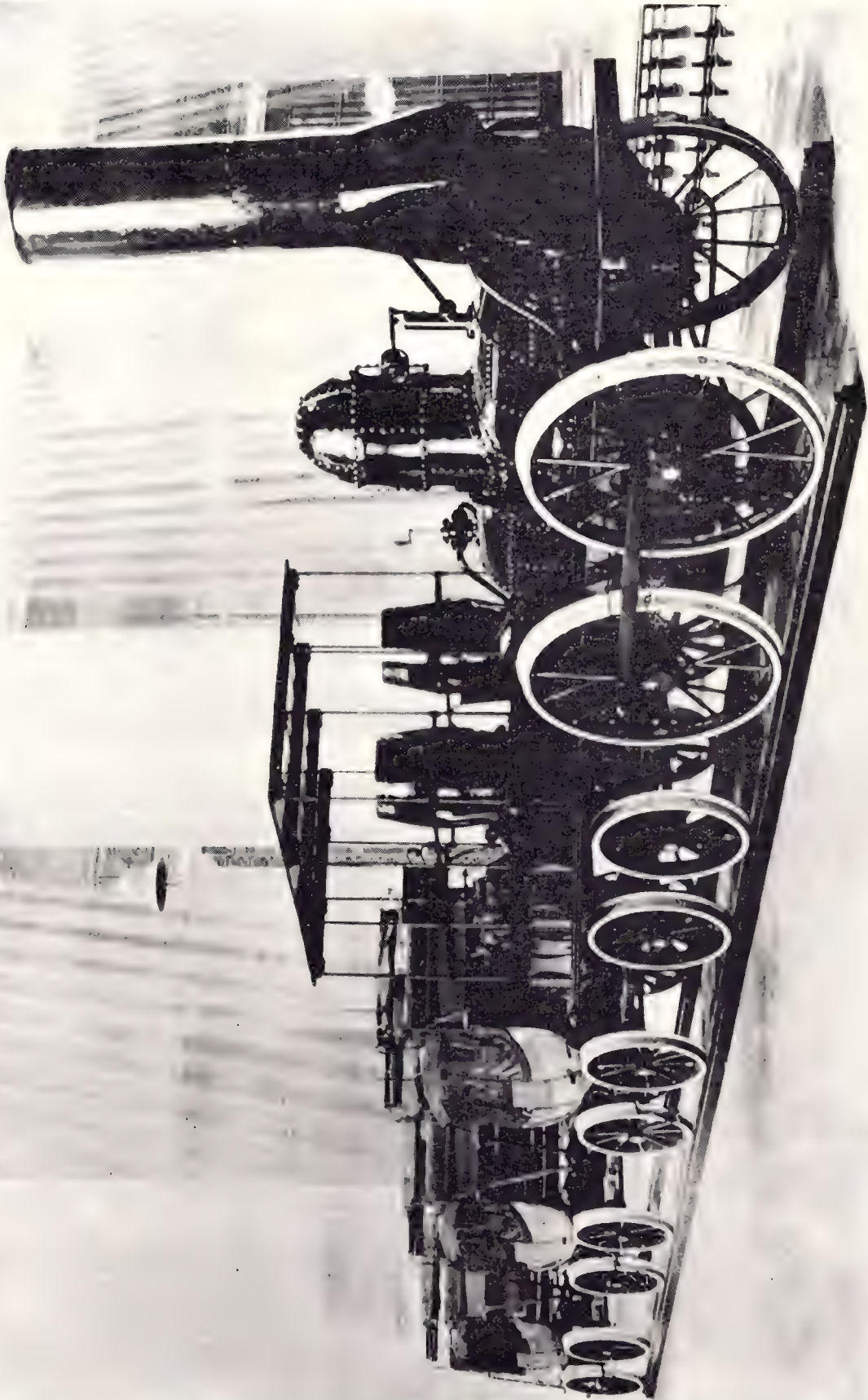
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*Photo: Courtesy of The
Henry Ford Museum, Dearborn, Michigan.*

THE DEWITT CLINTON



MORE THAN A CENTURY OF STEAM

Last issue we began the first part of this series, and dealt with the history of the Henry Ford Museum, together with a listing of the outstanding locomotive exhibits displayed therein. In this and subsequent issues, we deal with each of the exhibited locomotives individually, by means of text and photographs.

The DeWitt Clinton (1831): A pioneer in world railroading, the DeWitt Clinton was the third locomotive to operate in America, and the first in New York State.

Named after the Governor of New York, the tiny locomotive was almost a toy by today's standards. Two men, John B. Jervis and David Matthew, played an important part in its development. Jervis, chief engineer of the Mohawk & Hudson Railroad designed the engine and ordered its construction at the old West Point Foundry. Matthew worked on the engine, and gained the honour of standing at the throttle for its historic trip.

After being fitted out, the DeWitt Clinton was hauled by tugboat to Albany, where it arrived on July 25, 1831. Five days later the locomotive made a brief trial run over the wood and strapiron rails of the Mohawk & Hudson Railroad. This line was to be later absorbed by the New York Central Railroad.

The engine's big day came on August 9, 1831, when it made the 17-mile run from Albany to Schenectady in one hour and 45 minutes at an average speed of 10-12 mph.

However, all was not a complete success. Since the engine's smokestack lacked a screen, sparks and soot often showered all over the passengers sitting on the upper coach seats. Indeed, many of the spluttering travellers were forced to put up umbrellas in an effort to ward off the falling smoke and sparks. Added to this was the fact that the locomotive had to make frequent stops to replenish its water supply, and with every stop and start, the hapless passengers were jolted out of their seats.

Engineer Matthew had a rough time of it too. Without a cab for protection, he had to balance himself on a tiny footplate and step aside smartly when the wood was fed from the tender, into the firebox.

Despite these handicaps, the DeWitt Clinton did better on its return trip, completing it in 38 minutes, and reaching a top speed of 30 mph.

The official opening of the Mohawk & Hudson Railroad was delayed until September 24, 1831. A grand excursion was planned to mark the occasion, for the imposing train was to have been pulled by the Robert Fulton, an English-built locomotive almost twice the size of the DeWitt Clinton. The British engine failed to do the work asked of it, how-

The second part of a series dealing with each of the locomotives on display at the Henry Ford Museum, America.

by
WILLIAM C. FRASER

ever, and it was replaced with the pint-sized DeWitt, which performed the task with honour.

In appearance the DeWitt Clinton closely resembled the British locomotives of the time, which, just eleven years earlier, had started the world's first public railway.

One of the simplest locomotives ever built, the DeWitt Clinton and its tender, weighed a mere 12,098 pounds—less than the weight of one pair of wheels in a modern steam train! The engine had no bell, no headlight, and NO BRAKES! Its horizontal boiler had copper tubes, and its two cylinders, set on a slant, drove the front axle and wheels. The latter drove the rear wheels by an outside connecting rod, and the locomotive could develop 10 horsepower.

The coaches pulled by the DeWitt Clinton were styled after the stage coaches of that period. Each had three inside seats and an outside seat on each end, across the top, making enough space for 18 passengers.

A contract for the six coaches was let to James Goold of Albany on April 23, 1831, and specified that each was to be built and mounted on a railroad carriage for the sum of 310 dollars each.

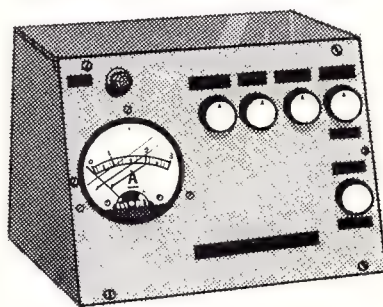
The DeWitt Clinton operated successfully for 14 years before it was taken out of service, stored, and eventually dismantled.

The locomotive on exhibit at the Henry Ford Museum is a reconstruction, and was built by the New York Central Railroad in 1893. The reconstructed DeWitt contains several pieces of the original, and apart from being a little heavier, is an exact copy.

The DeWitt Clinton was first exhibited at the Chicago World's Fair in 1893, and later, in the Grand Central Terminal in New York City. It also made appearances at the Chicago Century of Progress in 1933, the New York World Fair of 1939, and the 1948 Chicago Railroad Fair.

In the next issue, we shall continue the Henry Ford locomotive display and deal with the Grant Locomotive of 1865, and the Mason Locomotive of 1868.

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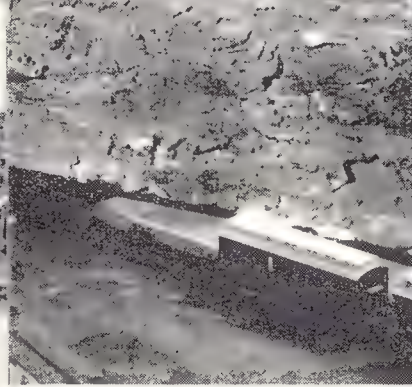
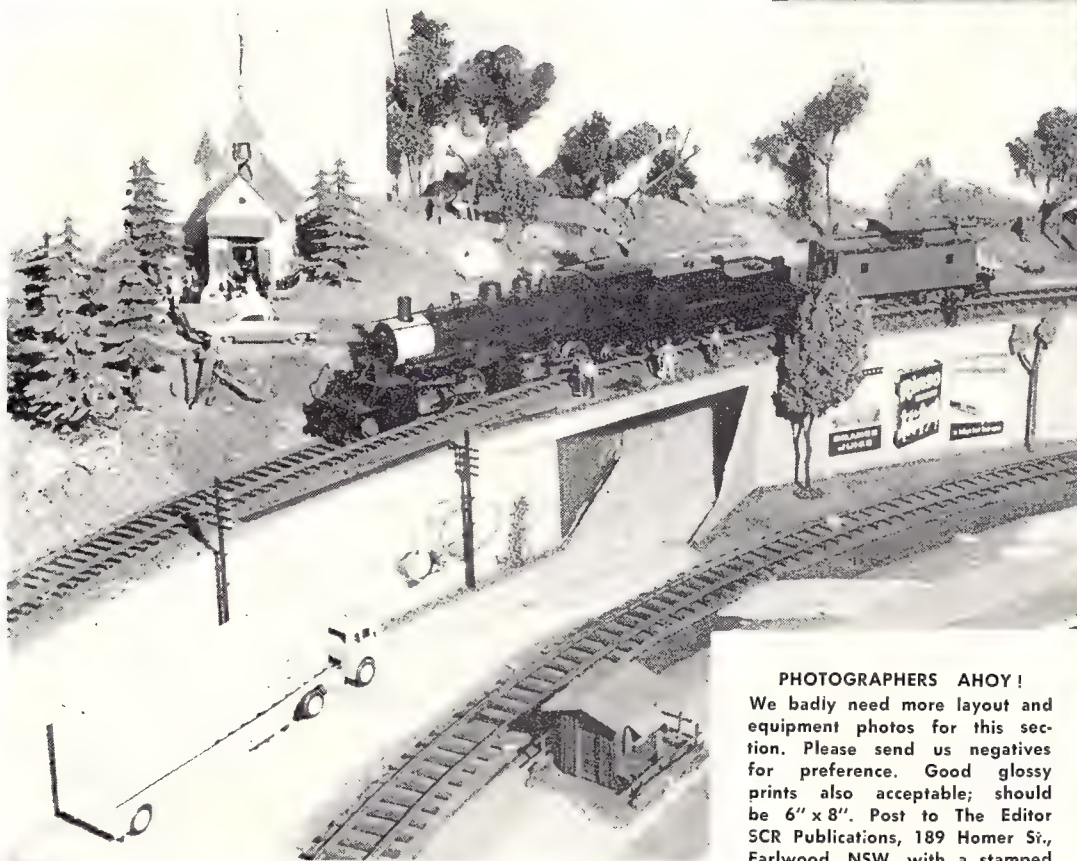
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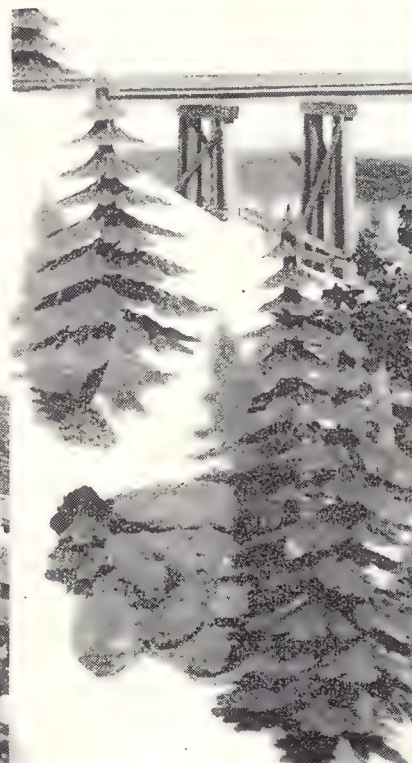


LEFT: Do wedding bells spell doom to... If he's protesting, no one can hear, as... by. This is another well-detailed scenic layout.

LOWER LEFT: Just shows that you don't... expensive scale models to get the right... of Turramurra, NSW., achieves his reali... tion of scale track and Tri-ang rolling st... altered by Cec, using a minimum of e...

PHOTOGRAPHERS AH-OY!

We badly need more layout and equipment photos for this section. Please send us negatives for preference. Good glossy prints also acceptable; should be 6" x 8". Post to The Editor SCR Publications, 189 Homer St., Earlwood, NSW. with a stamped addressed envelope so that we may return same to you.





model railroader!
2-6-6-2 thunders
Allan Taylor's

CENTRE ABOVE: Can't tell you much about this layout. Took the shot at the Adelaide Exhibition last year. Most of motive power and rolling stock was Fleischmann with Faller buildings. The hill at the rear behind station housed an operating waterfall with real water.

TOP RIGHT: The morning express pulling in to the terminal after a long night's haul. It's real early, that's why no one's about yet. Construction by Graham Gardner, of Ferntree Gully, Victoria.

to model with
k. Cec Palmer,
with a combina-
with the wheels
obtained tools.

CENTRE BELOW: Another beauty from the bench of Jim Blaney, of Mount Waverley, Victoria. This scene has not been completed yet. However it lacks nothing in realism and painstaking work. Good work, Jim.

LOWER RIGHT: Another scene on the Exhibition HOn3 layout prepared recently by the southern division of the region of the N.M.R.A.



John Wheeler Elected to Presidency of Southern Cross Region

Ralph Thomas Is New Secretary

IN the presence of a large enthusiastic crowd of members of the Southern Cross Region, retiring President Basil Hammersley handed over control of the footplate to incoming President John Wheeler. The meeting, which included several interstate members, took place in the afternoon of August 8 at the home of the Editor, Tim Moss. NMRA Rep. in Australia, Russ Siddall, was presented with two well earned Achievement Awards. John Wheeler also received an Award. Allan Ward, from Queensland, and Ian Petherick, of Victoria, presented reports from their Divisions. Reports of other officers appear below.

President's Report

My report covers the period from August 1962 to August 1964. During this two year period a number of events have taken place on the Regional level.

Display Board

The first of these was the acquisition of a display board for use at exhibitions of model railway layout and equipment displays. The board itself graphically illustrates the advantages of being a member of N.M.R.A. by means of actual models built to the specifications and standards shown in the articles in various editions of The Australasian Model Railroad Magazine. The board is of a knock down type which permits it to be shipped to any division requiring it for display purposes.

Standards

It has been recommended by Frank Maxwell and the Standards Committee Chairman, N.M.R.A. that all N.M.R.A. standards be submitted to National Standards Associations in all countries in order to assist manufacturers to make their products to specified uniform sizes so that all rolling stock and locos will run on all brands of track. It is interesting to note in this respect some retailers in Sydney have referred potential buyers of model railway equipment to our members for their recommendations as to the pros and cons of this or that type or brand.

Committees

The following committees have been formed:

1) *Constitution and By-laws* in the hands of John Trelease of the Central Division in conjunction with Allan Johnston of Eastern Division. This has been found necessary in order to obviate some of the anomalies which have developed.

2) *Membership Committee*. Under the Chairmanship of Frank Maxwell with the object of increasing membership in this region.

3) *Ballot Committee*. Frank Maxwell was made Returning Officer.

4) *Awards Committee*. This has been established under the management of Ian Petherick of Southern Division as Chairman. He has power to co-opt sub-committees in each division. So far the N.M.R.A. has given two awards to N.M.R.A. representative Russ Siddall and one to John Wheeler. My congratulations to these two members.

Annual Ballot for N.M.R.A.

Southern Cross Region had the honour of recording the highest percentage of returns of all regions of N.M.R.A. This was 39% of all ballot papers issued.

Magazine

Since its inception in its present printed form there have been eight issues and acceptance by modellers has been good. The Editor's report can be read elsewhere.

Membership

The members numbered only 94 on August 1, 1962 but since then by various means we have increased our numbers, until today we have 241 financial members belonging to the Southern Cross Region, which is an increase of approximately 164%. To this must be added members of N.M.R.A. who reside in the region but who are not financial members of S.C.R. These number another 50 modellers.

1964 S.C.R. Elections

It was very gratifying to find so many members taking the time to fill in and return their ballot papers on this occasion. The figures were: ballot papers issued 241, returned 150, five were informal. This represents a return of approximately 61% which is an extremely high figure, when compared with returns from other regions. Actual voting figures may be seen in the Returning Officer's Report.

Periodical Index

It is pleasing to hear that the N.M.R.A. will in future incorporate our magazine in the periodical index.

100% Club

It was a pleasure to hear of the forma-

tion of S.C.R.'s first 100% N.M.R.A. club. This is the Sydney Western Railroad Club Limited. Still more gratifying is to know that the club was not formed merely for mutual benefit of its members but with the object of increasing the membership of N.M.R.A. in this region.

N.M.R.A. Ballot — Constitutional Amendment

The presence of agenda number 10 on the ballot paper, and the possibility of it being accepted by a majority of N.M.R.A. members has been rather disturbing to the members of your executive committee. It was felt that this region would have been in financial difficulty should it have had to manage its financial affairs with the \$1 per member reimbursement from N.M.R.A. headquarters. However, advice has been received that this item did not receive the necessary two thirds majority of votes cast as required under the N.M.R.A. constitution.

I wish to congratulate John Wheeler upon his election to the position of President and Ralph Thomas upon his election as Secretary. I hope their terms of office will be happy and rewarding.

(Signed): B. T. HAMMERSLEY,
President — S.C.R.

S.C.R. Treasurer's Report

At the request of President Hammersley, I took over the S.C.R. Treasurer's duties from the N.M.R.A. Representative, R. A. Siddall.

On April 20 last the S.C.R. Trust Account was formed and this has been used to receive the N.M.R.A./S.C.R. dues. Each month, payment is made to the N.M.R.A. Representative in respect of new members and renewals. Payment is also made to S.C.R. Publications for production of the magazine.

Approved incidental expenses are also paid from this account.

A cheque of £7.0.0. from R. A. Siddall started the account and this was followed by a loan from B. Hammersley of £20.

Income from membership dues from April 20 to the close of books at the end of July was £107.16.6.

Income from stationery sales for that period was £1.5.9.

Reimbursement for N.M.R.A. expenditure was £13.17.11.

TOTAL INCOME therefore was £150.0.2.

Expenditure for the same period was:

Dues to the N.M.R.A. Representative £63.9.0.

Reimbursement of costs to S.C.R. Publications, £46.1.8.

Printing of ballot papers, stamp duty on cheques, stationery expenses came to £14.3.0.

Postage — excluding N.M.R.A. & S.C.R. ballots — was £1.11.4. This gave a TOTAL EXPENDITURE of £125.5.0.

BALANCE therefore is £24.15.2, out of which has to be repaid Mr. Hammersley's loan, and an unknown, as yet, postage expense of the S.C.R. Ballot; and the cost of printing the official and members' envelopes.

Mr. Hammersley informs me that a sum of money from R. A. Siddall for S.C.R. purposes is still tied up in another account and will be released to the incoming Treasurer, when certain signatures have been obtained. I therefore hope that Mr. Hammersley can be repaid and the S.C.R. funds stand in better shape than at present.

(Signed): F. MAXWELL,
Acting Treasurer.

S.C.R. 1964 BALLOT

Returning Officer's Report

The Southern Cross Region held its election of officers for the next two years, from August, 1964.

A very poor response was received from members to contest the seven positions, especially in the Divisional Representative section.

There seems to be a general apathy to all elections, both regional and national. Yet from past experience it's those who fail to vote that cry the loudest when things start to move on any contentious subject.

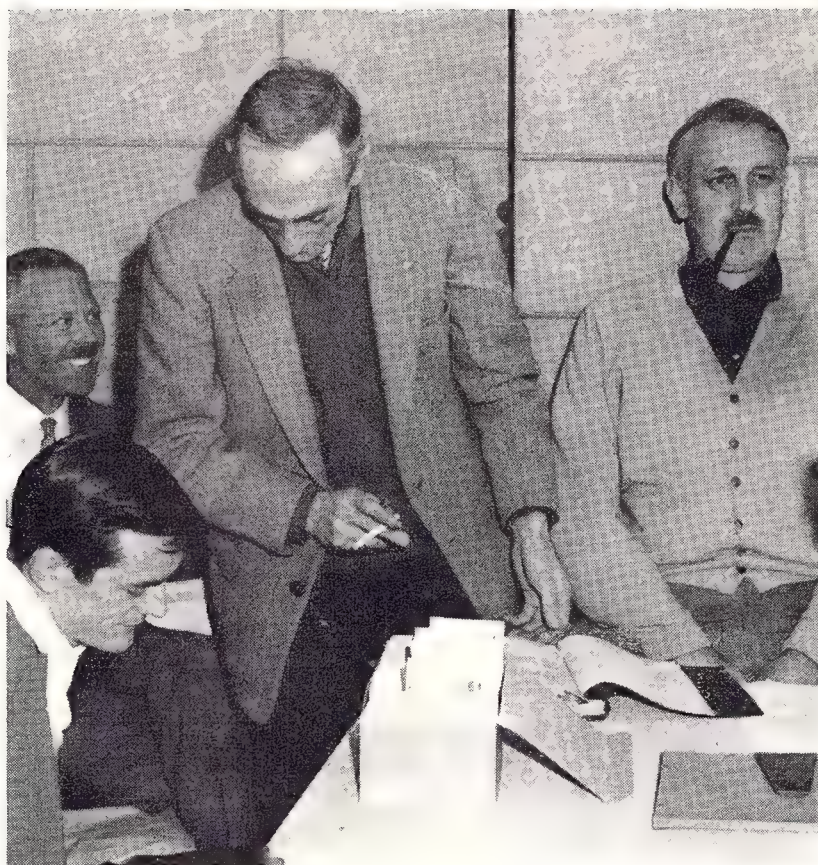
This ballot brought in a return of about 61%, there being 241 ballot papers sent to members, and 150 were returned. This is a little better than past efforts.

The ballots were counted at the Ballot Returning Officer's residence before Basil Hammersley, Tim Moss, Russ Siddall, Terry Carpenter with Ralph Thomas and John Parker assisting the Ballot Return-

ing Officer in other duties.

There were five informal votes, and after the final check was agreed upon, the result is as follows:

For President: A. W. WARD, 36 votes, J. M. WHEELER, 109. Therefore J. M.



Retiring President, Basil Hammersley, discusses a point with Eastern Division Representative John Parker. Newly elected President John Wheeler is in the chair. Membership Chairman, Frank Maxwell, in background.

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Wheeler is elected President.

For Secretary: R. M. THOMAS, 107, L. B. THOMPSON, 38. Therefore R. M. Thomas is elected secretary.

The Divisional Representatives are as follows:

For Central: J. B. TRELEASE received 34 votes, and being unopposed is therefore elected.

For Eastern: A. JOHNSTON received 31 votes, and J. PARKER 43. Therefore J. Parker is elected Eastern Rep.

For Southern: W. G. KENNEWELL received 17 votes and being unopposed is therefore elected.

For Sunshine State: R. L. PERREN received 7 votes and D. SHEEHAN 12. Therefore D. Sheehan is elected Sunshine State Rep.

There was no candidate for New Zealand Rep. but information has been received that R. J. Mann will act as officer for that division in liaison with the Australian mainland.

This completes the election of officers for the next two years, and the Ballot Returning Officer wishes to thank the outgoing Reps. for their co-operation in getting ballot papers to members.

(Signed): F. MAXWELL.

S.C.R. Membership Chairman's Report

This position was delegated to me by President Hammersley at the time of the last exhibition at the Sydney Town Hall, and it was at this function that a drive for new members really got under way. Forms were ordered from the U.S. through Bob Bast and forms were printed locally, and these were handed out by members helping at the N.M.R.A./S.C.R. stand. Just over 500 were distributed and from these there was a return of 32 who wished to join.

As near as I can check there were 147 financial members at the end of September, 1963. In less than 11 months the membership has increased by a further 144; giving us a total of 291 to date.

We may suffer the loss of some of these before the end of the month due to failure to renew. It is to be hoped that S.C.R. can lift its activities to the members and by the members, for the better enjoyment of the members.

I have stated at previous meetings of the Eastern Division, and I ask it again at this Region meeting, that each and every one of you, and those who are not present, try to enlist just one more member each. Just one each will double the total, but don't leave it to your neighbour to get two. If it must be on a reward basis, the N.M.R.A. does give you credit when you've 10 new members on the books, from your recommendation.

(Signed): F. MAXWELL,
Membership Chairman.

Editor's Report

I have pleasure in presenting my report for the year ending June 30, 1964. With the finances involved, and a necessary time lag after each edition of our publication, it is not possible to present a balance sheet which will coincide with that of the Southern Cross Region Treasurer.

As you are well aware the first edition of the Australasian Model Railroad Magazine appeared in May last year. The first issue would have appeared earlier but for the misfortune of choosing a publisher who let us down completely. However, due to the kind efforts of Mr. George Reed of Photo Digest Pty. Ltd. we were able to produce the first copy. Up to the present we have produced 8 issues of the magazine, and, if members of the editorial committee will cast their minds back to those shaky days of the first issue, they will agree with me that we should be justifiably proud of the way in which the magazine has developed. Statistics never prove anything they say, but as a matter of interest we have printed over 24,000 copies of our magazine to date.

Of problems we have many, of course, but one of these is the number of pages per issue. This is directly proportional to the amount of advertising and up to date we have been disappointed with this aspect. It is felt that the bulk of this must come from the wholesale side of the model railroad hobby. With several exceptions this has not been so. Most

support has been from the hobby shops and for several of them continued support has been quite a sacrifice and whether they can continue is a matter of some concern. There are quite a number of other shops who, I personally consider, could have helped with advertising, not only for the benefit of the magazine but themselves. All advertisers have felt that advertising on our pages has paid but smaller spaces in our pages would be a better financial proposition. Thus the cost would be spread more evenly over the trade with better results for all concerned. The smaller hobby or toy shops could make good use of small regular ads which would enable the readers to know that there was a store in their own locality. These small spaces are relatively cheap and many of them throughout our pages would enable the magazine to increase size.

This number of pages is restricting the content of the magazine. At present we can only present a few articles each issue on several subjects only. What we desire to do is present a larger number of topics each issue so that there is something for every class of reader. We trust that this will be achieved in the future.

From the financial statement so ably produced by Mr. Bob Gorrell it can be seen that the magazine is solvent and that it would appear that we can stay in production. This has been only achieved by careful budgeting on the one hand by Messrs. Photo Digest on the production side and by the capable and restraining hand of my good friend Bob Gorrell. Our profits per issue and over the period of this report are negligible. Had they been larger it would have been reflected by either increased size or improved content. I wish to thank Bob Gorrell for his wonderful support

and many, many hours of painstaking work on the books of account.

I must also thank the many contributors for their efforts to supply me with material. I am sure that they will continue it. However, as I say on every occasion that I have the chance, I need more manuscripts so that a wider range of material will be forthcoming for the readers.

I must, before closing, thank you, Mr. President, for your wonderful encouragement during your Editor's moments of despair. I must thank the members of the editorial committee for their continued help, namely Frank Maxwell, John Wheeler who is now our president elect, and Ken Spilsted. Also I must commend the wonderful work of our Staff Photographer Ivan Ive who has always managed to give us the pictorial results that we needed. I must also express my gratitude to Mr. Norm Coughlan and John Parker for their excellent drawings and art work.

My heartfelt thanks go to Terence Carpenter who took over the subscription department, one of my biggest worries.

I feel that all of us who have worked on the magazine have received our reward in the pleasure that we have had in the magazine's production and its acceptance by the modellers. But an added reward has been the decision of the Board of Trustees that the contents of the magazine shall be listed in the N.M.R.A. Periodical Index. No other region publication has reached this standard, which has heretofore been reserved for only the large commercial American Model railroad magazines.

Mr. President it gives me much pleasure to table the report of your editor, which includes the revenue account and balance sheet.

(Signed): J. T. ST. LEGER MOSS.

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MAIL BAG

Sir,

I would like this to be an open letter to all your readers and the editorial staff. The main theme of my letter is the lack of interest in Australian prototype. Your magazine does not help this situation at all. How could it, with a name such as it has. To my mind there are no such things as railroads; at least not in this country. Even the so called American railroads are registered as 'railway' companies. So a new magazine title would be in order.

I see in the latest edition of your magazine there commences a series of articles on the railway exhibits in an American museum. But this is of no interest to me and probably not to many other readers either. I would much rather see some plans of Australian rolling stock or something similar. Also the news of the first 100% N.M.R.A. club, the Sydney Western Railroad. But why railroad? Just because the club is 100% N.M.R.A. does not automatically mean it has to follow American prototype. I'm sure the N.M.R.A. itself would be the first to stress this point.

Also the review you gave of Bill Cole's kits was a downright insult. Bill is doing a wonderful thing producing kits of Australian prototype but this does not interest you at all. You gave the kits

an inch of column and no photo yet you probably give a foreign model a whole page of review. If that is the interest you show it's a wonder you bothered to review at all.

To sum up you are failing miserably on your job as an Australian Magazine. Drop the words switches and trucks and use the words turnouts and bogies and feature more 'Aussie' things and the magazine will improve considerably. The same could be said of many of your advertisers.

ROBIN LEHMANN,
S.C.R. membership number 353,
N.M.R.A. membership number 8514.

Parkside,
South Australia.
Sir,

I was wondering if you know of anybody who would have or be selling plans or pictures of an old N.S.W.G.R. carriage (with platforms each end) or N.S.W.G.R. transfers for the sandbox of the H.O. gauge C32 class loco. If you can help me you will ease my troubles immensely. Please contact me if you have any information.

W. MYERS.

3/11 Parkes R.,
Dee Why, N.S.W.
Sir,

In the June/July issue Mr. Rogers lamented about the lack of Australian prototype passenger rolling stock. I would strongly suggest that he opens his eyes

and throws away his scale rule. For N.S.W.G.R. passenger stock the Tri-ang transcontinental series cars can, with a minimum effort, be made over to the stainless steel cars as used on the Southern Aurora. The open end old time cars from the same maker make over to the American type suburban rolling stock. For cars for CAR a number of pieces of Liliput and Marklin rolling stock are available that will pass for the Transcontinental cars in use on this system.

A number of other items can similarly be converted provided that you the modeler are prepared to compromise a little.

ALLAN WARD.

Rockdale, N.S.W.
Sir,

Firstly I must congratulate you folk on such an excellent magazine. I did not know this existed till about two weeks ago when I looked in at the local dealer here at Fairfield (where I work). This man has a large range of model railway stock and I just looked in one dinner time to see what's new and a stack of your magazines was on his counter. I asked how long they have been going and he informed me 12 to 18 months, so I am writing to ask if you would kindly advise me what back numbers are available as I would like to obtain same.

WALLACE THOMSON.
Fairfield, N. 20, Melbourne, Vic.

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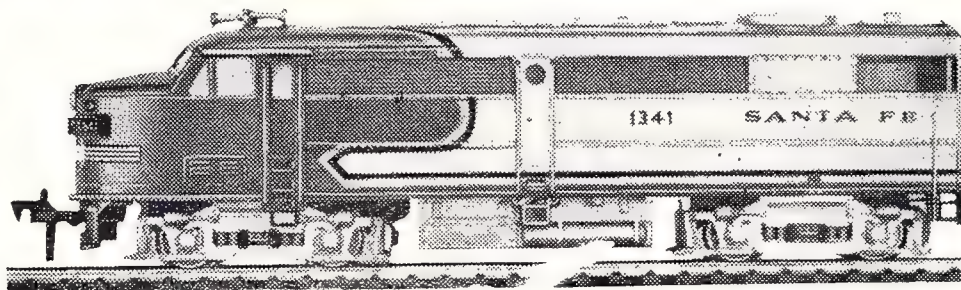
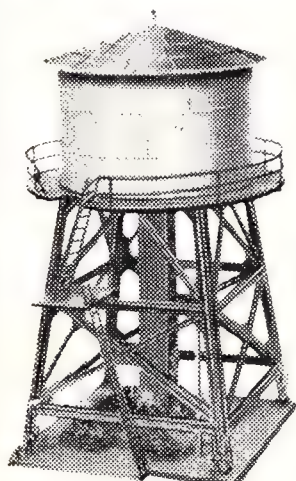
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A PROTOTYPE STATION PLAN

by CHRIS PRATTEN

Eugowra, the terminus of a short branch line from Cowra, in Central Western, N.S.W., seems to provide the ideal prototype station and yard layout for a small single line terminus. For any one modelling Australian prototype, and the number of such modellers seems to be on the increase, Eugowra has all the essentials for the Australian scene—wheat silos, stock loading facilities, goods shed, loading ramp, gantry crane, small station buildings, platform signal box, fettlers huts and turntable.

The grain silos have twin unloading bays for motor vehicles, and are of the block type i.e. four cylinders joined in a squarish shape rather than in extended line.

The goods shed is somewhat smaller than most found in the central west and is flanked on one side by an elevated ramp used for loading wool, baled hay, etc., and on the other by an overhead gantry crane.

The platform signal box is rather a quaint idea, as the station master has only one signal to operate, the home, and all points are worked from ground frames or point levers around the yard. There is no distant signal, its place being taken by a landmark, which seems to be a feature of the local scene not often modelled. These are a post-mounted black or yellow triangle, with warning light, and are used in place of a distant signal when approaching small termini, and sometimes as a fixed caution when approaching crossing loops on the less used branch lines. One nearer Sydney that comes to mind is the one at East Richmond.

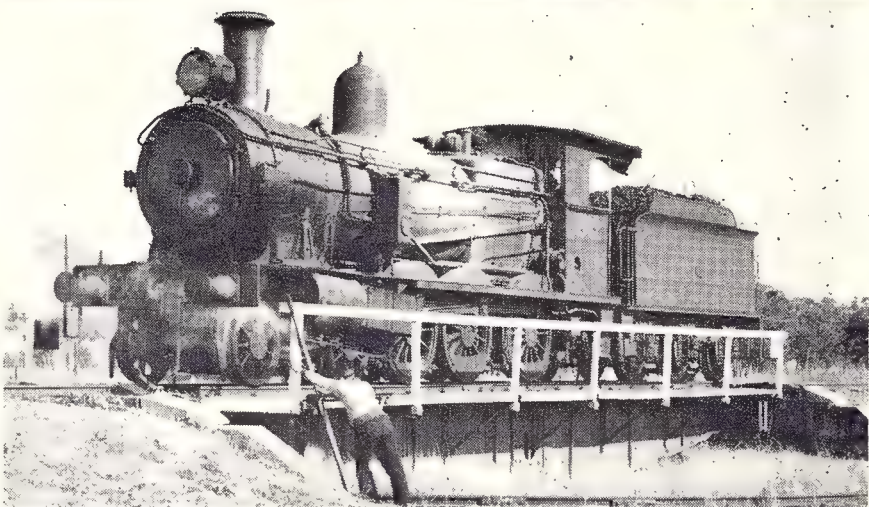
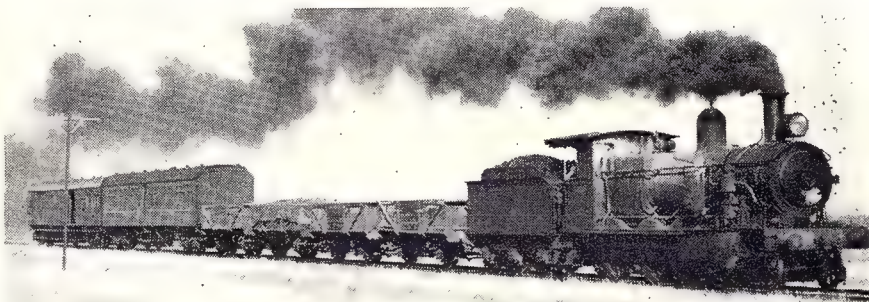
No water tank is to be found at Eugowra:— an engine watering standpipe is

there, but water must be drawn direct from the town supply.

The turntable is not sunk into the ground, as is customary, but is on ground level with an elevated track approach. An ashpit is provided on the approach road and there is a spur which can hold the brake van, if necessary, while the loco is being turned.

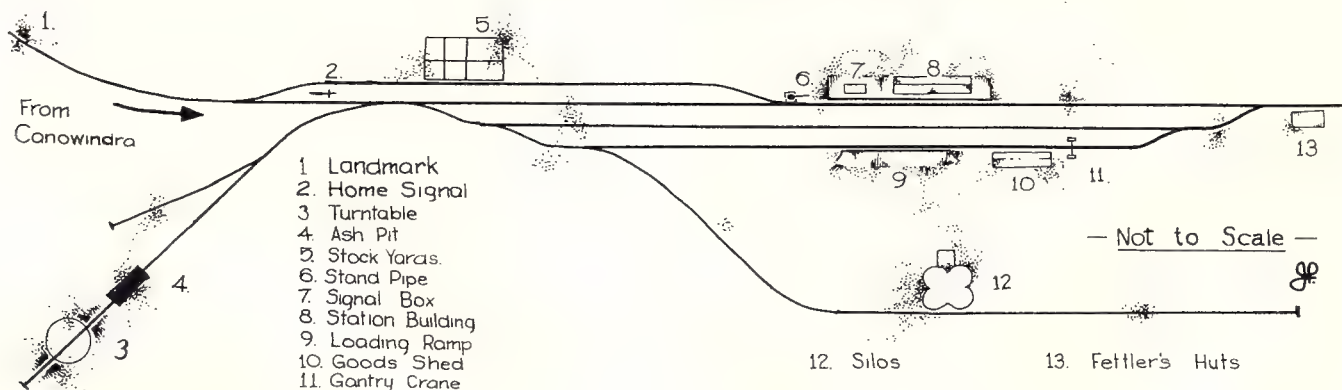
The branch from Cowra is 50 miles long, and serves the town of Canowindra,

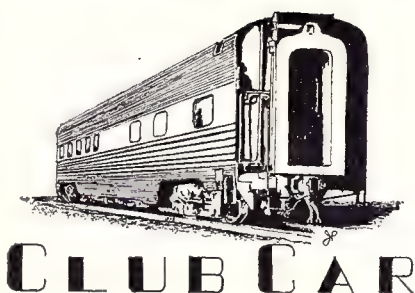
as well as silos and stock and wool loading facilities en route. Traffic on the line is worked by C30 4-6-0 tender locos with a mixed each way daily, Monday to Saturday. The trip takes about 4½ hours, including stops, and so is a journey of leisure. Two car diesels have in recent weeks (July) started working some branch line services from Cowra to Blayney, Grenfell and Eugowra, and before long, unfortunately, the steamers will give way to the diesel completely.



TOP: A typical Eugowra mixed train headed by a C30 4.6.0 loco. BELOW: After arriving from Cowra a C30 is turned on the table.

EUGOWRA N.S.W.





To Club Officers: These pages are available for the dissemination of news about your societies. Brief news about activities will be welcome for these pages. Closing date is fifteenth of month prior to month of issue.

N.M.R.A. ACTIVITIES Eastern Division

The July meeting was held at the home of Kevin Ryan. The large attendance was treated to some fine trackwork, both standard and narrow gauge.

Especially interesting was Kevin's scratch built dual gauge points; these were both well constructed and efficient.

Tickets for a complete kit for the construction of the R.F. Lighting unit were sold. Subsequently, further tickets were sold at the August meeting, and when drawn was won by Don Turnbull. Incidentally, the August meeting was merged into the annual general meeting of S.C.R. at the home of the editor, Tim Moss.

Future meetings are as follows: September 5, Ted McIntosh's, 13 Newton Rd., Strathfield, October 10, Jim Davey, 63 Brentwood Avenue, Turrumurra.

The November meeting will be held on Sunday 8, at Don Taylor's, 106 Pacific Highway, West Gosford. Arrangements are being made to make it a family day and also possible inspection of the loco facilities nearby. Final details at the October meeting.

Sunshine State Division

This division meets at the homes of members on the second Saturday of each month. Visitors are at all times most welcome and any person wishing to attend can contact any of the officers listed below for the location of the next meeting, and also to arrange transport if required.

Officers of the division are as follows:
Division Representative, Mr. Dan Sheehan, 68 Mearns Street, Fairfield.
Division Secretary, Mr. Greg Gilby, 33 Paragon Street, Yerongpilly.
Division Treasurer, Mr. Arthur Rowe, 277 Evans Road, Salisbury.

The retiring divisional representative, Allan Ward, would like to take this opportunity to thank all the members of the division who have made the past year a worthwhile one for him while acting in the position of Division Representative for the Sunshine State Division, and also express the hope that the coming two years will be as rewarding to the new rep. as the past year has to him.

Southern Division

The annual meeting of the division was held in July electing the following office bearers for 1964-65, Laurie Jackson for Divisional Superintendent and Paul Hurst for Divisional Paymaster.

The meeting discussed many facets of

MODEL RAILWAYS ARE FUN



Hey, Ralph — Do you know how to fix a flat tyre — on Lucy's decapod?

local activities. Programme, subscriptions and exhibitions were talked out.

August 8th meeting was held at the home of Les Ayres in Black Rock. Les has a medium sized layout suited to continuous running. Several fellows brought equipment to run.

Central Division

The July meeting was held at Peter Kerry's home, and after the preliminary discussions on railways, trips, and photography the general business of the evening was started. Correspondence received and sent was read and received. Ballot papers were distributed to members and all were requested to do their duty.

A cloth badge, as per insignia on S.C.R. envelopes, was shown and can be obtained for 7/6 (approx. 3" diam.). A request for an "exhibition" layout to raise funds for a Boy Scout Troop was received. This caused much discussion relating to the condition of the layout, need for repairs and test running. Also some additions and/or improvements to the basic layout were requested.

The layout committee was asked to obtain further details of the proposal, and report to the members at the next meeting. As an early warning, we are requesting members to consider the early commencement of work on our existing layout to improve it and make it better than ever.

The dinner, dance evening for members and wives has been arranged for Friday, 21st August, at the Finsbury Hotel. Members are requested to notify J. Trelease, phone 79-1410.

Finally the question of name badges was put to the members and it was agreed to get name badges for the members to wear at the meetings.

These badges will be 6/6 each and can be obtained from Peter Kerry.

No solution to the problem of getting the member to wear his badge at the meeting was adopted, but some rather intriguing suggestions were put forward.

The next meeting will be at M. W. Spraggett's home at 90 Narinna Avenue, Cumberland Park, and a major item for discussion will be the layout.

Advance Notice of Meetings

August 12: W. Spraggett, 90 Narinna Ave., Cumberland Park.

August 21: Dinner Dance at Finsbury Hotel.

September 9: P. Lethby, 150 First Avenue, Royston Park.

October 14: R. Gilles, 96 Cremorne Street, Unley.

November 11: R. Footner, 4 Martin Avenue, Payneham.

December 9: J. Trelease, 7 Milton Avenue, Fullarton Estates.



SOUTHERN CROSS REGION Envelopes Available For Members

Members of the Southern Cross Region of the National Model Railroad Association may now purchase envelopes bearing the imprint illustrated above for their own personal use.

Envelope size is 3½" x 5½". Prices including packaging and postage are as follows:

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Address orders, including money orders, postal notes or cheques (stamps are not accepted) made payable to "S.C.R. of N.M.R.A.", to

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CLUB CAR (Cont.)

HERALD-SUN MODEL ENGINEERS' CLUB

We hope to have another exhibition this year and we will advise when as soon as the date is finalised. We have held two previous exhibitions and if they keep to past standards this will be a beauty.

We approached the management for a permanent club room but were advised that this was not possible at the present as a shortage of space was being experienced by the firm for its own production.

As our club consists of a mixture of hobbyists, being a model engineers' club, a mixture of modelling is done. Model railroaders predominate and I know three layouts are in construction — one is being fitted out with its scenery. At least one boat and a model cannon are under construction. No word of any steam or petrol engines this year so far.

One of our members, Denis Cross, recently visited Japan with the Navy. Denis is an Elect. Artificer with the R.A.N.R. and did a six months' tour on H.M.A.S. Parramatta. As his actual land time in Japan was only short, he didn't have time to look around for any modellers but he did have a look at the models on sale and he noticed that mainly fine scale railroad models were displayed and that they were copies of Japanese and American type trains.

The Club meets in the Cafe on the 7th floor of the Herald Sun Building at 5.30 p.m. Bi-monthly meeting dates to Xmas are 12th October, 8th December.

OTHER CLUBS

CENTRAL COAST MODEL RAILWAY CLUB.

Secretary: L. H. Dodds, 4 Adelaide St., East Gosford, NSW.

An attentive audience of 30 members of the Central Coast Model Railway Club spent two and a half hours watching films on France and French railways at a meeting at the Gosford Boys and Girls' Club.

Committeeman Harry Doherty looked after projection and between films the recorded sound of American logging locomotives at work was amplified over the sound system.

Members handed in their entries in the scratch built rolling stock competition.

Harry Doherty's tanker in the senior section won the Patron's Trophy and Geoff Wallace's open waggon won the junior section.

Geoff's waggon showed that much patience and good workmanship went into its construction.

Norm Carr won the monthly competition for June.

At the previous meeting members met at Harry Doherty's home where they were able to get a practical demonstration on automatic signalling and point control from Harry's extensive layout.

Many other helpful hints were gleaned during the course of the evening.

The club has been invited to exhibit at the Erina Heights School for early in August.

Due to pressure of work and commitments the President has resigned and his place will be taken by Merv Hayward. Len Dodds remains as Secretary; Frank Moore is Treasurer. Harry Doherty has been elected Vice-President and Dr.

Michael Dwyer has accepted the position of Patron.

THE SOUTH AUSTRALIAN RAILWAY MODELERS ASSOCIATION.

Meeting night second Wednesday of every month. Location, layout room at South Australian Railways Institute. The aim of the club is to promote greater pleasure for members in the model railroad hobby. The financial year starts on May 1st. Any approved person may become a member. Rates: Adults: 25/-, juniors 15/-.

Contact the president Mr. W. C. Coles, 17 Glenrowan Road, Woodville, South. Phone 45-3001.

CANBERRA MODEL RAILWAY CLUB.

On August 6th the club held its annual general meeting at which the following officers were elected. President, Charles Bennett, 55 Captain Cook Crescent, Griffith, A.C.T. Phone 9-2418; Secretary, Fred Holloway, 30, Cygnet Crescent, Red Hill, A.C.T., phone 9-1807; Treasurer, David Haig, 81 Archibald Street, Lyneham, A.C.T., phone 4-7625.

Visitors to the National Capital can always meet modellers by making sure to contact one of the above or Captain H. D. (Bert) Evans, 51 Elliot Street, Campbell, A.C.T., phone 4-5426, Work, Dept. of Army 69.

R.A.A.F. MODEL RAIL AND ROAD CLUB.

Secretary: Sgt. Sinclair, Phone 04-369, Woomera, S.A.

This club, while organised by members of the R.A.A.F. is open to membership from either civilians or members of armed forces stationed in the Woomera area.

A model railway to HO scale (N.M.R.A. standards being used) and a model car racing track (1/32 scale) are being built at the club rooms at Tech Area transmitters. Saturday afternoons are being devoted to the building of these layouts. These meetings being at 2 p.m. and visitors and intending members are most welcome.

Further information about the club may be obtained from the president F/Sgt. Balfour, phone 04-368, or Cpl. Raddatz, phone 05-475.

NEW SOUTH WALES SCHOOLS RAILWAY CLUBS ASSOCIATION. Secretary-General: W. Moorhead, 23 Princess St., Brighton-le-Sands.

Member of this association is open to any secondary school maintaining a railway club which meets regularly. Any reader belonging to a school club which is not in the association should contact the Secretary-General. The association publishes the "Railway News" at monthly intervals.

NEWCASTLE SOCIETY OF RAILWAY MODELERS. Secretary: T. R. Holmes, 225 Park Av., Kotara.

This society meets in various members' homes usually the third Friday night of each month. There are also club rooms with an incomplete operating layout in the old Honeysuckle Railway Station building. It is very dirty but O.K. for running equipment. Meetings are held there on the second and fourth Tuesday of each month.

ASSOCIATION OF RAILWAY ENTHUSIASTS. P.O. Box 4810, Spencer St., Melbourne, Vic.

This association was founded in 1961 to cater for all those who have made railroading a hobby. Although not an old established organisation, A.R.E. has grown rapidly in recent times, as our present tally of nearly 250 financial members would indicate. Our present activities include publication quarterly of a fully-printed high quality magazine known as the "Australian Railway Enthusiast", the cost of which is included in members' subscriptions. Running of special rail and tram excursions at regular intervals throughout the year. We encourage members to suggest tours to the Board of Management.

Preservation in working order of carriage 13BL (known as "Pioneer") for use on this and other Railway Associations' excursions. Another similar carriage is at present held in storage for future restoration. Publication Service for the con-

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CLUB CAR (Cont.)

venience of members. General Meetings on a regular basis. After discussion of business matters, informality is the keynote of A.R.E. Meetings. New members are welcome at all times. Subscription rates are £1 per annum for Senior Members and 10/- for Juniors (under 16 years of age). There is also a Family Membership of 5/- each per annum for other members of a Senior Member's family. Our next special train excursion is to Heathcote. This will be held on Saturday, 12th September and will feature the first run of our "Pioneer" carriage following repainting to near-original condition. The train will consist of vintage carriages hauled by a steam locomotive.

For all details and application for membership, contact the Secretary.

THE BENDIGO MODEL RAILROADERS. Secretary: W. Brown, 9 Lowndes St., Bendigo, Vic. Phone 3-2811.

The club conducted a model railroad exhibition in Bendigo on 8/9 May, 1964. Operating displays consisted of two layouts, an operating yard and a 2½" gauge live steamer under steam on rollers. Static displays included live steam locos, photographic displays and dioramas built by members on a competitive basis.

The first prize in the competition was awarded to Bob Bruce for his diorama "Groperland", a dual gauge interchange (see photo), second prize was won by Ron Ervin with his model of the Goornong (Vic.) wheat silo.

The show was well attended but is expected to do better next year. It is hoped to raise sufficient prize money to warrant an open competition and pit our best against all-comers — watch for details, the subject will probably be scratch built or cross-kitted locos.

There are still a few vacancies open to new members. Enquiries should be addressed to The Secretary, W. Brown, 9 Lowndes St., Bendigo, Vic.

VICTORIAN MODEL RAILWAY SOCIETY. Secretary: Mr. Peter Nielsen, 6 Eric Street, East Brighton, Vic.

Since the last report many items and talks have been given at the monthly meetings ranging from transistor controlled units to locomotive and rolling stock construction, together with a film night and an auction night. Good progress has been made to the extension of the HO/OO layout, to N.M.R.A. standards, in nickel silver rail on a punched sleeper base. It is anticipated that shortly it will be sufficiently developed for timetable running as well as providing facilities for testing and demonstrating members' rolling stock.

Other recent developments have been the provision of a new power unit and the extension of the storage space of our large railway library. Members are preparing entries for the Annual Exhibition and Competition to be held in November. There has been a marked revival of interest in scratch building especially in local prototype. Much interest centres around new materials and techniques such as silicone rubber for moulds for die casting.

SWAINS, ROCKHAMPTON, Q'LAND

SALE: Rivarossi, Tyco, Fleischmann rolling stock reduced up to 50% . . . Rivarossi Switcher £5-15-6 . . . Tyco Diesel Shunter 79/6 . . . Fleischmann Rail Car Set £5 . . . S.A.E. for Lists . . . C.O.D. anywhere.



"Groperland" the First Prize Winner in the Diorama Contest at the Exhibition held in May by the Bendigo Model Railroaders. Built by Bob Bruce, it depicts an imaginary dual gauge interchange point and mining area. On the rear track scratch built WAGR coaches; foreground, scratchbuilt CR butchers van and MDC yardhog.

(Photo Claver Carroll)

The society meets at its clubrooms located at the Auburn Railway Station, Melbourne, on the third Wednesday of every month. Visitors are welcome.

GEELONG RAILWAY MODELLERS. Secretary: J. Macdonald, 15 Arkana Ave., Highton, Geelong. Phone 86886.

The above group has a large quantity of material for the commencement of track laying on the new layout. The first working night is to be 27th July.

Our layout is based on the track plan of Geelong station and yard. Naturally there are some slight modifications to allow us to get as much as possible in the area at our disposal. This layout when completed will be able to be used as a unit or be used in conjunction with our existing trackage round our club room.

Members are making all the points used in this layout. The track is being

laid by members on a preformed fibre base supplied by a modeller in Melbourne.

We hold normal meetings every fourth Friday at 8 p.m. in our clubroom at the rear of the Victorian Railways Institute in Geelong. All interested persons are assured of a very cordial welcome.

HEARD AT THE AUCKLAND MODEL RAILWAY CLUB

"I finally overcame that trouble with my double-slips, without ripping them out. I was always having derailments until I found out the simple solution."

"Oh, what did you do?"

"Just run through them at scale speeds!!!" Need more be said?

THE AUSTRALIAN MODEL RAILWAY ASSOCIATION

New South Wales Branch
Presents

The Model Railway Exhibition

to be held at

SYDNEY LOWER TOWN HALL

on

FRIDAY, OCTOBER 2 10 a.m. to 10 p.m.
SATURDAY, OCTOBER 3 9 a.m. to 10 p.m.
MONDAY, OCTOBER 5 9 a.m. to 10 p.m.

(Six Hour Day — Public Holiday)

ADMISSION: Adults 3/- each — Children 1/- each

There will be an extensive display by Model Railway Clubs, Hobby Shops, Trade Distributors, and Private Exhibitors, which will cover every phase of the hobby. Railways and tramways, electric and live steam, from the small scales to the largest, are combined to show you modelling at its finest.

The hobby is becoming more popular every year with new models coming into being. Come along and bring your family and friends.

JOHN DUNN, Exhibition Chairman.



NOTES OF THE SYDNEY MODEL RAILWAY SOCIETY

PRESIDENT'S REPORT

The most notable event this year for the Society has been the adoption of the new magazine "Australasian Model Railroad" as the official bulletin. This was the result of a motion carried at the half yearly general meeting of December and was carried unanimously.

Members are asked to inform the secretary of any change of address to ensure the correct delivery of the magazine. Members should now do their part in making known to reporters news of general doings, new locos, etc., on the layouts. To our unofficial editor go our greatest thanks for his efforts in the compiling of the final copy to be sent to the magazine for publication.

The train running committees for the past 12 months were: O gauge: Chairman, Ron Golton, Committeemen, John Alexander, Don Stone. HO gauge: Chairman, Lionel Glendenning, Committeemen, Frank Maxwell, Maskell Burke. To these I extend my thanks for the manner in which they carried out their duties.

New members admitted to the society during the period July 1963 to June 1964 are O gauge: Jack Nyman, Bexley, Bill Parker, Kingswood. HO gauge: Leigh and William Galloway, Balmain, Gordon Skeet, Merrylands.

A resignation during the same period was received from Jeffrey Barclay, (HO) who is now residing in Adelaide while serving out his time with the R.A.N.

Membership now stands at 47 with two country members.

The A.M.R.A. Model Railway Exhibition will be held again in October. The S.M.R.S. management committee has decided not to have a display this year, but all members are invited to submit their models for the competitions that will be held. In this way the members who wish to display their models can do so and may also win a prize for their efforts.

The past 12 months have seen an increase in the availability of model components, particularly O gauge parts. From the Model Dockyard, new wheel sizes, Pittman motors, gears, etc.; also in r.t.r. are Big Boys, Shays, etc. From a local manufacturer are also available in O gauge, all sizes wheels, gears, motors, diesel loco bodies (N.S.W.). These suppliers are offering encouragement to budding O builders, as most HO locos are kit built or r.t.r. and very little is scratchbuilt.

It can be seen that with basic components available, the modern day scratch builders will be on the increase and with these modellers, model railway engineering will carry on indefinitely. This does in a way criticise the kit builder or the r.t.r. modeller, as these people may not have the time or equipment to produce

the articles or locos they may require. These are the modellers that join in building the model railway empire of today. Of course, the true scratch builder needs no basic components to build a loco, etc., but with such parts as wheels, gears, motors the average scratch builder can and does build some worthy super-structures and mechanisms, whether they be models of diesels or steam locomotives in either O or HO gauge.

Concluding, we should generally encourage scratch building (in any gauge) of locos, pointwork or trackwork whether it be for indoor or outdoor layouts. Then we can truthfully say that "I built this loc, carriage, wagon or layout". With this in mind, the Society is donating a trophy for "the best scratch built O gauge locomotive" at the exhibition in October.

I wish to thank our Secretary and Treasurer for their work during the past 12 months and to thank all the regular attending members who show up night after night and assist in the timetable programme.

P. E. SIMPSON, President, 20/7/64.

ELECTIONS

Election of officers was as follows: Paul Simpson, President; Vice President O, Norm Read; Vice President HO, Lionel Glendenning; Secretary, John Bowen; Treasurer, Ken Smith; Auditor, Arthur Wheatley; Librarian, John Glastonbury; Bulletin news reports, O, John Bowen and HO, Lionel Glendenning. These are men who will be your new officers for the next year. The treasurer's report may be seen by asking the secretary. One new member, Arthur Hall, O, of Sylvania, by A. Rowcliff and P. Simpson.

There are a few members, at time of printing this magazine who, not having paid their dues, will not receive this

issue, and if each member concerned sees his name, or a financial member sees it, please pass word on why no magazine. Only financial members at time of the Annual Meeting will receive this magazine.

CLUB "O" GAUGE NEWS

Not a great deal of news this time as most members were either sick or on holidays. It is good to see the newer members coming along with their models which, in many cases, is the only time some see their models running or on a private layout. On a recent Monday night we saw only four O gaugers present and with the HO out of action because of rewiring they came to our side and I think they enjoyed themselves. Many thanks to these members for helping us out. Bob Stone had new piece of rolling stock this time in the form of a P.H.G. goods brake van. Missing for a while yet is Barry Millner who is in Adelaide on a business holiday; also John Alexander who is either in the country or studying for his job in the railways. Hurry back fellows. To anyone who is interested in real estate there is an opening at Midway.

HO ACTIVITIES

Bob Kollywn was the envy of a few of the HO members when he showed a Santa Fe "4000" 2-8-2 Mikado built in Tenshodo works Japan. This model is a successor to the "3160" class which were built from 1917-1920 by Baldwin. They embodied the latest practices of their day yet retained the exterior detail so characteristic of Santa Fe steam locos. The model of the prototype shows major detail. It is driven by a D.C. 70 motor, weight 26 ozs.

Ken Smith placed on the HO tracks a Tri-ang modified Midland clerestory roof coach which has been painted with a black roof and tuscan red sides and fitted with smaller bogies. Certainly looks a lot better with the smaller bogies.

Gordon Skeets has put together an Airfix signal box and fitted it with interior detail such as signal levers and track diagram. This line side model has improved the look of Glenvale. Thanks Gordon for your fine effort.

John Glastonbury's Baldwin 0-6-0 tank has taken on the weathered look of the prototype, and has been given the number of "102". The name of this railroad, "Valley Falls & Southern" painted on, gives it an improved appearance.

Arthur Wheatley brought in a string of rolling stock consisting of an Athearn clerestory baggage mail coach painted tuscan red with black roof; seven four wheel louvre vans painted grey built from Airfix kits. Also an Airfix Interfrigo wagon which he has converted into a bogie vehicle. When treated like this they look like Victorian Railway box bogie wagons. The detail on these has been made to stand out by running a black line around bracing, louvres, doors and windows.

Eugene Duff placed the new switchboard for the HO layout in position and wired it up so we could start operating again. Thanks Eugene for all the work you have done.

TOP CAT DISPOSALS

Ex P.M.G. Lever Keys 2/3 ea.
10 for £1.

Mail Order Service

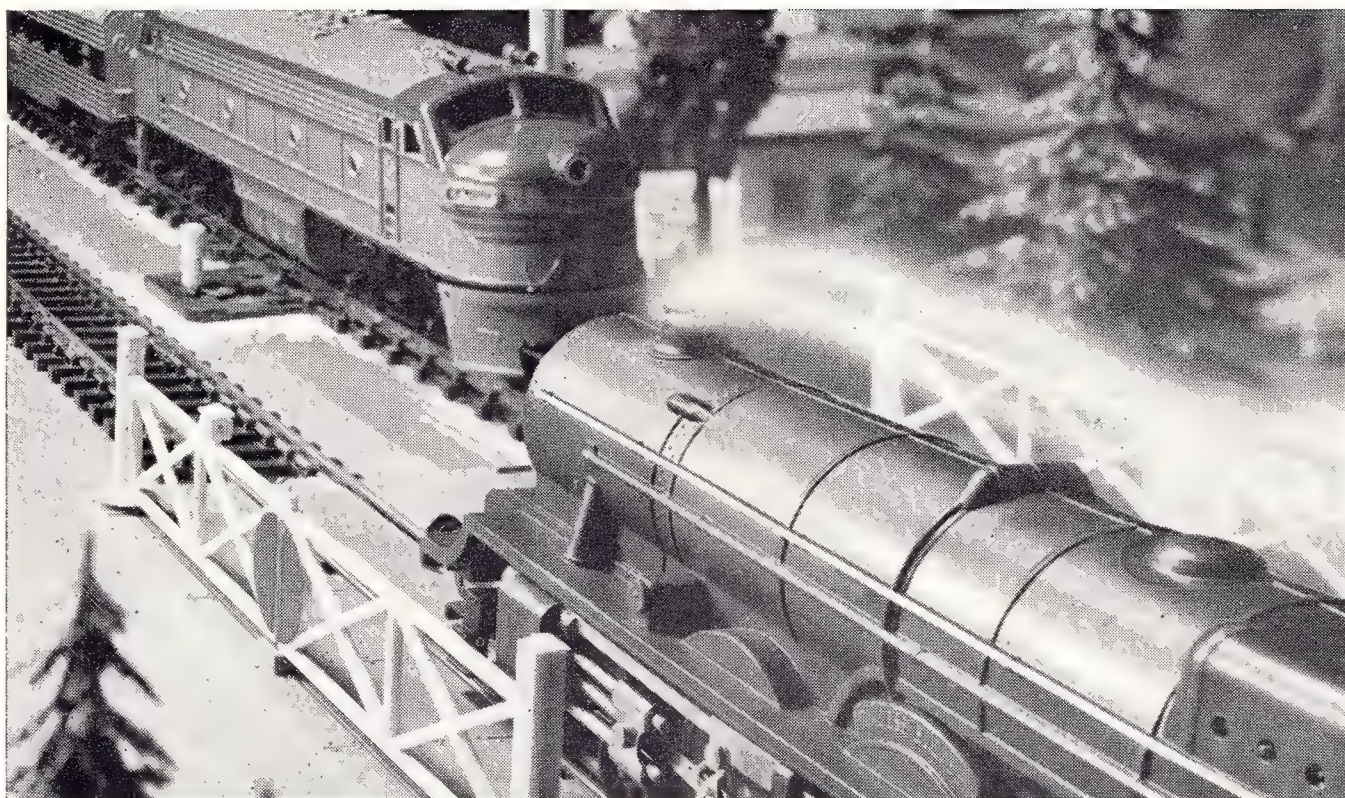
Include postage when ordering.

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The photograph, and the plan opposite,
are of New Zealand Railways 3'6"
gauge Insulated Meat Wagon, code Vs.
(New Zealand Railways Publicity
Photograph)

**LOCOMOTIVES ON THE
NEW ZEALAND NORTH LINE**

Due to a misunderstanding with David
Reddick who contributed this article in
the February-March 1964 issue we failed
to credit Mr. G. W. Redward with photos
and research for the item. We look forward
to further stories from this source.

N.M.R.A. DUES INCREASE

As you probably know the following
rates were approved by the Annual Ballot
and has gone into effect on September 1:

REGULAR: \$5.00 per year (Aust. £25.0)

FIVE YEARS: \$20.00 (Aust. £90.0.)

LIFE: \$100.00 (Aust. £450.0)

LIFE ACCOUNT: \$25.00 (£115.0) first
4 years, \$20.00 (£90.0) 5th payment.

In order to be eligible at the OLD
RATES, memberships must be in my hand
by Saturday, August 29. Any new or
renewal dues received after that date will
be returned to you for adjustment, if at
the old rate. There has been no change
in the cost of the various items of N.M.R.A.
supplies.

In case you have not heard, the August
Bulletin will state that the ballot item
authorising \$1.00 of dues to be returned
to regions was passed. **THIS IS NOT COR-
RECT**, and it will be corrected in a later
issue. The item concerned did not obtain
the necessary 2/3 majority and was not
passed — therefore all of the increased
dues will be retained by N.M.R.A. and will
be used to greatly expand the present ser-
vices given to members.

PLEASE NOTE: Dues have increased to
\$5.00 per year, for N.M.R.A. only, and
Southern Cross Regional dues are still 13/-
per year, making the total cost of renewal
to both £218.0.

**THIS TAKES EFFECT FOR ALL NEW OR
RENEWAL DUES THAT ARE RECEIVED BY
ME, OR BY N.M.R.A. IN THE U.S.A. AT ANY
TIME AFTER AUGUST 29.**

RUSS SIDDALL, Asst. Treas., NMRA (Aust.)

FOR SALE

19 FEET of trestle in five sections with
folding legs L shaped layout ranging from
18 inches to 3 ft. wide from lengths of
Peco track OO standard one corridor
coach, a few Airfix buildings and quantity
of "Railway Modeller" and "Model Rail-
ways News". Say £10 or nearest offer.
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COLLECTION of 35mm colour slides
trains and locos from all over the world
some 500 or swap for 8mm train films
in colour West Australia and South Aus-
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H.O. railroad equipment, including Shino-
hara flexible track, points crossover, etc.,
plus rolling stock, Tyco 4-6-2 loco, and
electrical equipment. All as new. Best
offer. John Sever, 34 Baron's Cres.,
Hunter's Hill, N.S.W., WX 3934.

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trucks double lines overhead bridge points,
etc. New condition. £30. Phone 55-1393.
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motives, past and present. Also Rolling
Stock. Tram Cars. Precision Drill Print,
Castings. Catalogue 7/- O. B. Bolton,
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WANTED

12 VOLT D.C. Loco in perfect order
"O" gauge of modern design 4-6-0 or
the like, give description and price, 2
rail only. H. G. Wakerley, Coonamble
St., Gulargambone, N.S.W.

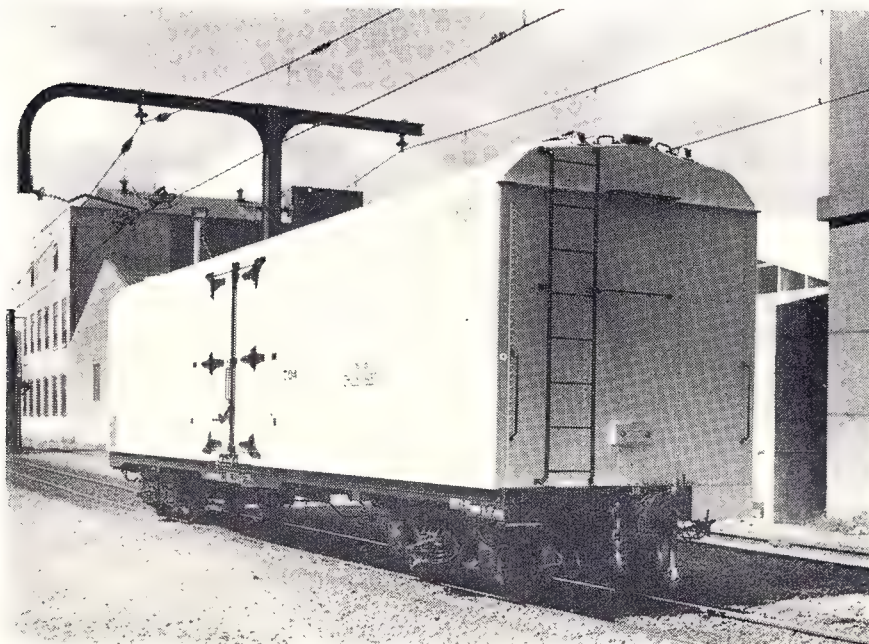
"O" GAUGE Live Steam Locomotive.
Superheated. Consider unfinished model if
mechanically complete. Also 7mm scale
rolling stock. W. Brown, 97 Sunnyside
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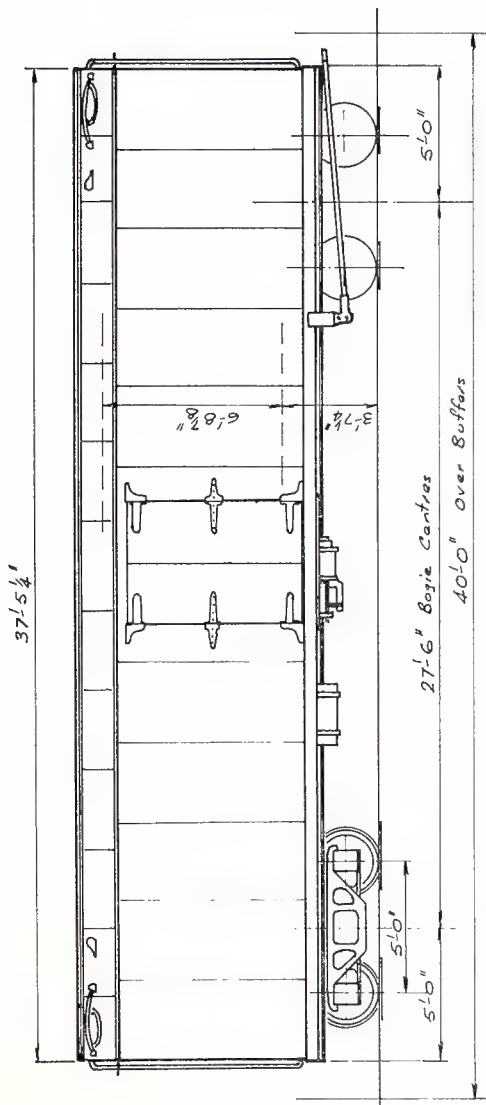
Pass Exchange

Hi fellers,

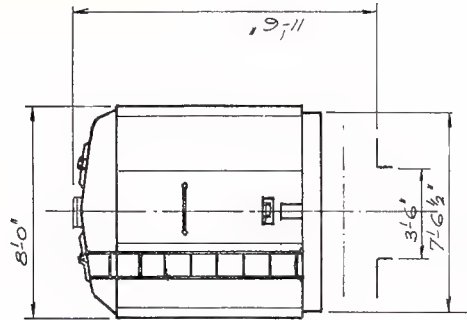
There is being introduced into the
magazine a pass exchange column. We
hope this will become popular and have
a couple of names in each issue.

Model pass exchanging is starting to
catch on out here and we would like
to see more readers taking part. This
pass idea may appear to some fellers
as a waste of money, but I've been doing
it since '59 and have met many new
friends the world over, also amassing a
large collection of passes. Why not have
a pass for your road? The average cost
is from five to 10 pounds for five
hundred — or make your own. If you
already have a pass, send it with your
name and address to — *Wally G. Ken-
newell, Melbourne Rd., Sorrento, Vic.* It
will be put in the pass exchange column
commencing with the next issue.



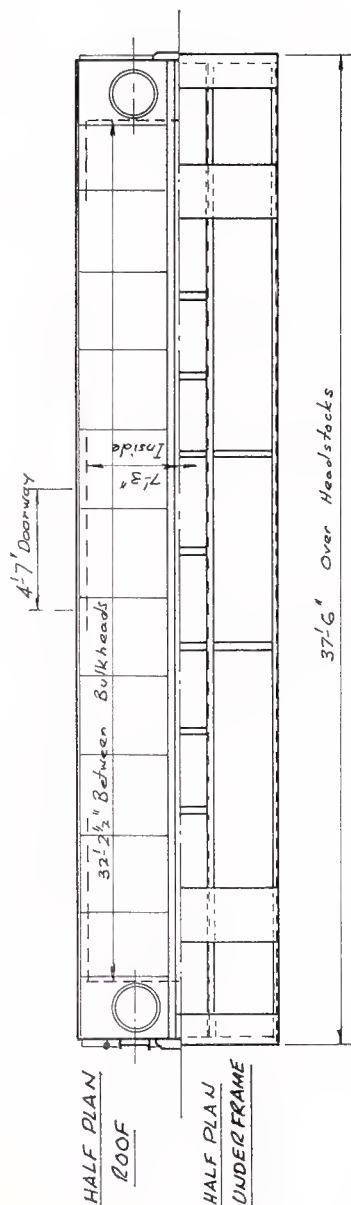


SIDE ELEVATION



END ELEV.

NOTES:-
 COLOUR:- ROOF - WHITE
 BODY - "
 UNDERFRAME - BLACK
 NUMBERS:- NORTH ISLAND 703-822
 SOUTH " 823-902



HALF PLAN
ROOF

HALF PLAN
UNDERFRAME



SCALE

our plan

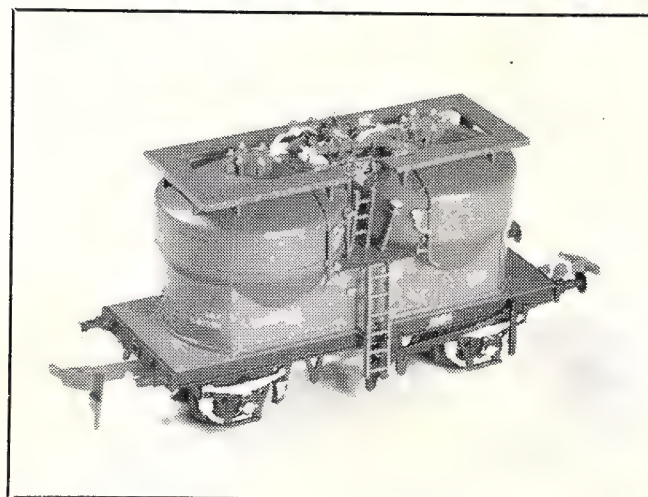
NEW ZEALAND RAILWAYS
 3' 6" GAUGE

INSULATED MEAT WAGON
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New release from **AIRFIX**



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**Specially Designed for
OO/HO Layouts**

Airfix introduce a brand new addition to their comprehensive range of OO scale models. When constructed, this 64-part kit becomes an exact scale model of the Prestwin Wagon and is a natural complement to the Prestflo wagon already available as an Airfix model.

5/9 PER
KIT

History and Technical Data

Briefly, the Prestwin Wagon is a bulk discharge vehicle fitted for air pressure discharge and carries bulk powder in specially designed twin silos. It holds up to 20 tons and has proved successful with a considerable number of commodities including soda ash, fertilisers, silica sand and lime.

The first 30 Prestwin wagons were built in 1960 by Metropolitan-Cammell Carriage and Wagon Co. Ltd., at Wednesbury, England. These were followed by 50 in 1961 and many more have been since ordered and are now in service on British Railways.

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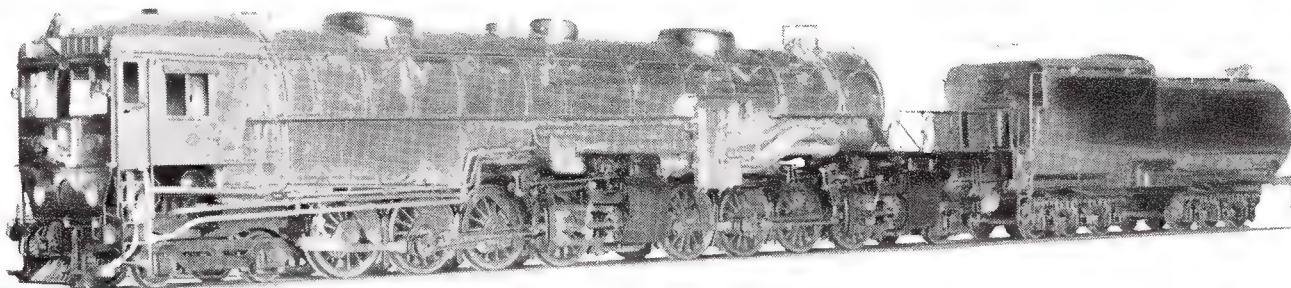
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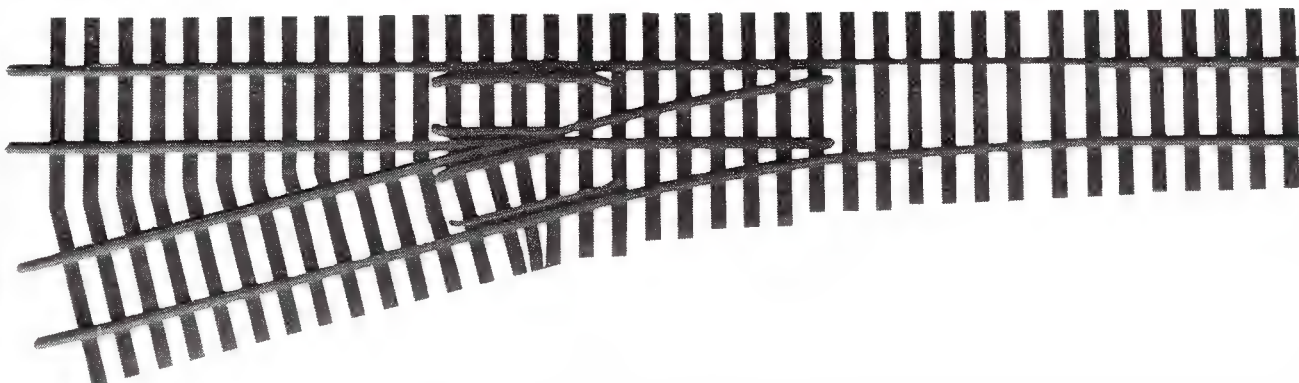
S.P. CLASS AC-4 BY "K.T.M." . . .

K.T.M.



Following the success of the SP.4.8.4. "Daylight", K.T.M. have now delivered a very limited run of the mighty S.P. class AC.4 4.8.8.2 "Cab-ahead" Locomotives. Equipped with sprung frames and working headlights, the model comes with blackened frames, pilot and smokebox deck. HO gauge, £74, O gauge £154/7/6.

COMING UP SOON— Flexible Track and Turnouts for HO_{N3} Gaugers! . . .



For the past 12 months we have been working to introduce flexible track and matching turnouts in HO_{N3}. Now we are able to present the first fruits of this project. Our view shows the birth of the No. 4 turnout. A plastic "mould" sent to 'Dockyard for checking from Shinohara, our manufacturer. Rails, of course, will be Code 70 nickel silver and sleepers will have wood engraved finish. Flexible track should appear at the same time, in approximately 19½" lengths, to be followed by No. 6 turnouts. Ultimately we hope to produce some "Diamonds", including an HO/HO_{N3} crossing!

Like our "C.38" Loco project, stocks of this HO_{N3} track will also be marketed in the U.S.A. First Australian stocks should be available to hobby shops approximately December next and as sole importer and distributor, interested shop keepers should contact 'Dockyard to arrange supplies. Prices will be advertised immediately available.

Other News from "THE DOCKYARD" . . .

Code 70 nickel silver Rail is again in stock at 1/3d per 18" length... Peco have delivered fibre Loco. Axle and Rolling Stock Washers at 2/6d per packet of 50, either type. Also metal Fishplates for 'Streamline' Track at 3/3d per packet of 24... At 4/2d per packet of 100, from ERG, come handy OO/HO brown plastic impregnated Sleepers, with the necessary spike holes (4), pre-punched to gauge... Kumata have now delivered the Porter Mogul, the final batch of 0-4-4-0 Plantation Mallet Locomotive and in HO_{N3}, the Forney Tank. The same shipment also included a very few old time Inspection Loco, of 4-2-4 wheel arrangement. Very finely detailed, this model is of the 'combined' type, with the inspection sa-

loon superimposed over the boiler. Price, £17/7/6...

Full stocks of all Romford OO and TT Drivers and Driver Axles are again available... Floquil Paints have now delivered the following: Jade Green, Reefer Grey, Primer, Bright Silver, Grimy Black, Coach Pullman Green, Reefer Orange, Engine Black, Grime, Reefer Yellow, Tuscan Red, Boxcar Red, Caboose Red. All are 9/6d per bottle, as is also Floquil's Metal Conditioner & Track Cleaner. Also available is Dio Sol at 4/9d per bottle... 'United' promise October/November delivery of more Sierra 2-6-6-2 and Climax Locomotives, also Geared Tender to suit the Climax model...

By the time this appears in print, Kumata will have delivered the HO_{N3} Rail-auto at 58/6d and the final batch of HO 2-4-4 Forney Tank at £8/10/0d.

Also, last available in 1962, the HO 0-4-0 Plantation Loco. & Tender will again appear, even if but briefly, at the same old price of £5/10/0d... Old time buffs will welcome Pocher's fine new open end Circus Car at 41/-d and V. & T. Coach and Combine models at 39/6d each. A V. & T. 4-4-0 "GENOA" Locomotive is promised for delivery in the near future. The new Pocher Catalogue, together with price list, is available at 3/6d per copy...

MORE NEWS ON PAGE 7

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Greetings

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—BILL GARDNER

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Whilst we and Peco and Paul Leuven and a few hundred other people are very enthusiastic about 9mm gauge, it will be some time before it is universally accepted. As an introductory offering which may be withdrawn any time, the new "Peco" Lines for this gauge will be at special prices, thus—
 Track, yd lengths, flexible, just like HO/OO Streamline 8/11
 Joiners, plastic or metal, pk. 3/3
 Foam Ballast Underlay, 5½ yds .. 12/6

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which for the same money gives you such beautiful buildings as you get from those bearing the "SUPERQUICK" label, you want to latch onto them! However, we are sure you won't find any. "Superquick" come to you in kit form, with fully finished exteriors in full colour which needs no painting. They're strong and durable, and really look the part. There are over 20 models including four in low-relief, a good sized church with stained glass windows and a 12" long 2-track engine shed. Prices 6/6d to 12/6d. See them at hobby shops everywhere.



The "DERMIC" Hand Injection Oiler Complete 10/6

Ideal for lubrication of small mechanisms — provides accurate oiling of intricate working parts and ensures the deposit in the right place of the exact quantity of oil required. Packed in box with full instructions.

SOME PRICE REDUCTIONS AND ADJUSTMENTS

are now apparent in U.S.A. prototype rolling stock from "Roundhouse" and in "Rivarossi" too. New Lists of these are available, and most hobby shops stock or will quickly get any of them for you—from us, nat h!

If you've never heard of "Masasco" you surely will, because the initials stand for Models and Structures and Scenics in good company, and include SuperQuick, Kibri, Merten, Bilteezi, Slaters, Airfix, Tannen etc., in our new MASASCO department.

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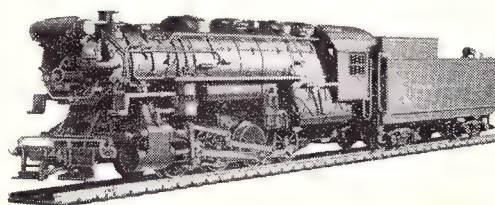
Direct from us only. Prices differ between shops. Ask! You may do better!

Bill Gardner's

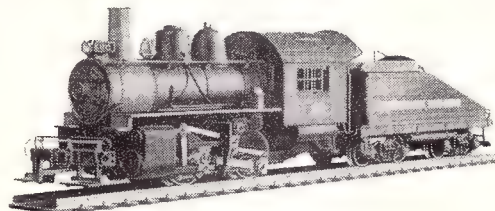
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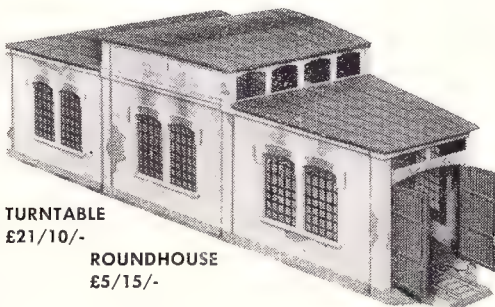


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But see them for yourself, from hobby shops everywhere, such as Austral Modelcraft, Brisbane; Berg's Hobbies, Parramatta; Pacemaker (Box 9 P.O.) here in Albury; Titchers, Dandenong; Bridglunds or Semaphore Hobbies in Adelaide or Jack Stanbridge in Victoria Park, W.A.

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 SUPER-DETAILED SANTA FE 2-8-2 MIKADO
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THE AUSTRALASIAN MODEL RAILROAD MAGAZINE

Vol. 1, No. 10, Oct./Nov., 1964

Incorporating **THE BOOSTER**

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Also THE YARDMASTER, The Bulletin of the Sydney Model Railway Society.

AUSTRALIA'S LEADING MODEL RAILROAD MAGAZINE

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PRODUCED by S.C.R. Publications by PHOTO DIGEST PTY. LTD., 483 Riley St., Surry Hills, N.S.W. 'Phone: 69-6880.

PUBLISHED by S.C.R. PUBLICATIONS, 189 Homer St., Earlwood, Sydney, N.S.W.

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OFFICE: 55-6886.

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SUBSCRIPTION MANAGER: TERENCE M. CARPENTER.

PRINTED by Publicity Press Limited, 29-31 Meagher St., Chippendale, N.S.W.

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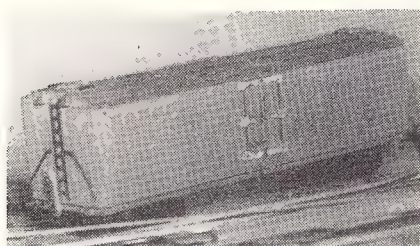
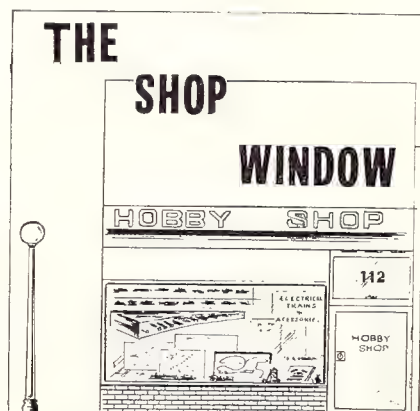
ROBERT A. TITCHER

"Mac" Titcher, who is pictured above tinkering with a three truck Shay on the bridge at Trestle Creek, on his Aruma and Merrigang Railroad, manages the hobby and photography side of Titcher's Pharmacy in Dandenong, Victoria. With three daughters Mac's only excuse for railway modelling was to sell the stuff. Established by his grandfather in 1884 the business has continually grown together with the rapid expansion in the Dandenong area and in recent months the floor space has been doubled to give more display space to the increasing hobby section.

Apart from model railroading, in which he specialises in painting and weathering locos, Mac is particularly interested in photography both 35mm slides and 8 and 16mm cine. At present he is completing a 16mm color sound film of "Puffing Billy in the Dandenongs". And even with all this he still has time to take an interest in school and kindergarten committees and do some oil painting and charcoal sketching!

On the Cover...

Mr. F. Niquet, who is a member of the Victorian Model Railway Society, has built this model of a VR 60 ton wreck crane in $\frac{1}{4}$ " scale O gauge. There are 5 motors which enable the jib to be raised, lowered or rotated, either hook to be raised or lowered, the cylinder to be driven, and to propel the crane along the track. No wonder the model took first prize, the Commissioner's Trophy, at the recent VMRS Annual Competition.



South Australian Railways Bogie Refrigerator Car Kit

Manufacturer: North Western Models, Woodville South, South Australia.

Price: Approx. 19/11 ex Adelaide.

Although this is a craftsman kit we do think it is not too hard for the beginner as a first project. This is one of the series covering various items of Australian prototype. The kits come well packaged in a carton with a clearly printed and well illustrated instruction sheet. Many improvements have been made since we last inspected these kits. Castings

have been provided for door hinges and hatch locks and there is added detail of steps and brake equipment.

Before commencing read the instructions very carefully, then read again for good measure. Next check the floor, roof and ends for length and squareness. We found some parts a whisker overlong and slightly out of square. A few minutes work can make the difference between a good and a bad model.

All components are of top quality, mainly timber shaped from Northeastern. No bogies or couplers are included in the kit; these are left to the builder to supply to his own choice.

The instruction sheet is clearly printed but a little extra detail would be beneficial. For example, what is the brake pipeline set up underneath the floor? Are there any reporting marks, numbers or nameboards? Even though the instructions are drawn to scale and marked as such a few more dimensions might help the beginner. What type of bogies are used in South Australia?

All told this is a fine kit which is easily assembled. It takes about six hours to build. It is recommended to both the novice and the skilled alike. It is top value with all parts supplied. Two different paint schemes are given with references to suitable Humbrol paint numbers.

Airfix Standard Open 16 ton Wagon
Importer: Liberty Trading Co. Pty. Ltd., Marshall St., Surry Hills, NSW.
Price: 4/6d each.

This wagon is a well detailed model of a popular unit of British rolling stock and like other kits from this manufacturer is extremely sensibly priced, enabling many wagons to grace the storage track of the model. With a little ingenuity can be altered in appearance to suit the modeller's taste. The standard kit is the open top shown in the



illustration, whilst the covered unit has been altered by the addition of a piece of calico and a length of wire.

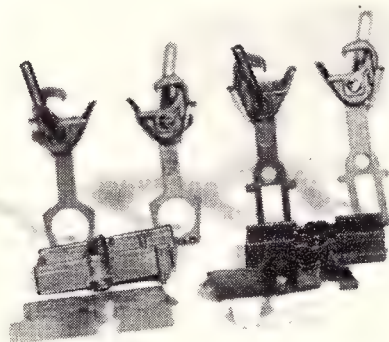
The predecessor of this wagon was of wooden construction with 13 tons capacity. The new prototype is a standard coal wagon of steel construction of 16 tons capacity. In universal use throughout the British system.

The modeller will find that, as with all Airfix kits, assembly is extremely easy if the instructions are followed. The manufacturer has been lavish with the fine detail which has been incorporated into the model and this can be especially noted in the axle guards and brake equipment. Decals (transfers if you prefer) and Airfix couplers are provided.

The dimensions are:

Overall length over buffers	27' 4"
" width	9' 11"
" height	9' 6"
Wheelbase	10' 0"
Wheel diameter	3' 6"

Final comment. Good value, well detailed; easy to fit couplers of your choice.



Kadee Magne-matic HO Couplers

Manufacturer: Kadee Metal Products Co., P.O. Box 266, Medford, Oregon, U.S.A.

Price: packet of 2 pairs 14/9 approx. Uncoupling magnets packet of 2 14/9 approx.

The couplers inspected and tested are of the latest type with the delayed uncoupling feature. The magnetic operation is a feature which eliminates many of the undesirable features found in mechanical type uncouplers.

The magnetic actuating device is neat with the low profile magnet fitting low between the rails, as an alternate an electro magnetic type is also available.

There have been three models of knuckle type Kadee couplers, the "K" series; next came "MK" series the first magne-matic followed by the "MKD" series magnetic with a delayed uncoupling. This feature enables the car to be uncoupled over a ramp then pushed into its

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Sentinel and Superquick items always in stock.

E.M.E. transistor throttle and whatever else you can think of in HO electrical gear, including catenary.

TRADE ENQUIRIES INVITED FOR WHEELS OF ANY SIZE OR TYPE.

resting place without recoupling. The magnetic ramp is 2" x 3/8" x 3/32" polarised across the width.

All parts of the coupler are good quality zamak die castings requiring very little clean up. Full instructions are included. It is recommended that cars be weighed to at least 2 1/2 oz. for best performance.

A number of different models are available depending on fitment requirements. MKD4 is supplied with metal draft gearbox and metal adaptor and will fit other types of cast-on gear boxes. MKD 5 and 10 are for Athearn plastic cars and include a two piece plastic draft gear. MKD 6, 7 and 8 have insulated button type mounting with various length shanks mainly for locos and difficult cars.

The maker recommends 24 inch radius as a minimum for best operation. We found 18 inch quite reliable. All told, a coupler of good realistic appearance, easily to install, silent, reliable in operation and well priced.



12 inch L.P. Recording "Steam Action"

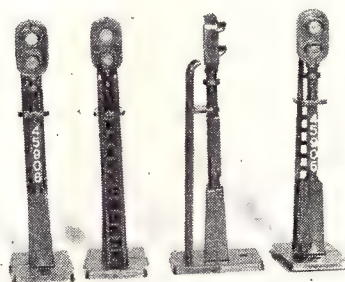
Produced by: W. & G. Record Processing Co. Pty. Ltd., Melbourne, Vic.

Price: 47/6 each, post free.

We rather like the opening phrase on the cover "Produced by Lovers of the Iron Horse for Lovers of the Iron Horse". This is a clear well recorded and produced long play of many well known locomotives of the N.S.W. G.R. and V.R. Look at the line up. (1) 3801 coupled to the Riverina Limited. (2) 3829 Newcastle Flyer. (3) 59 class Mikado. Would the letter writers please note — this is a U.S. built Baldwin Lima with a "B & O" type whistle and "made in U.S.A." side rods (quoted from cover). (4) Victorian Railways R700 and R769 in tandem on grade. (5) N.S.W. G.R. 6006 Beyer-Garratt at work. (6) Back to V.R. with a D3 639, this type dates back to 1903. (7) A 38 class of N.S.W. G.R. — 3819. (8) More of the 60 class Garratts. (9) A 4-6-4T No. 3130 with a local in the Newcastle area, with 3048 passing by. (10) "Puffing Billy" chuffing its way up the Dandenongs in Victoria. (11) N.S.W. G.R. workhorse 2-8-0, 5339. (12)

A combination of diesel and steam in Victoria, B68 1500 h.p. and a D3 65A. (13) N.S.W. G.R. 3651. (14) A suburban R707 at Clyde, in N.S.W.

Well what line up of varied power for the most discerning steam lover! A real record of all the best in N.S.W. and Victoria, well worth adding to the library.



Plasticville 2-light Block Signals

Manufactured by: Bachmann Bros. Inc., Philadelphia, U.S.A.

Price: 10/6 per set.

These signal standards are of moulded plastic in sets of four. They are of 2-light type. Red and green lenses are supplied but it would not be too difficult to fit grain of wheat lamps in order to convert them into operating signals.

The plastic ladder which is provided clips easily into place. As is common with moulded plastic accessories the signal numbers on the pillars are all the same. With the aid of a razor blade and a steady hand these can be altered by moving the numbers around or by using numbers from Decals. The overall height is 16 1/2", the light head is 3 1/2" high and 2" wide.

Generally these signals are nicely moulded, quite realistic, and if repainted will give added realism to any layout.

MORE NEWS FROM MODEL DOCKYARD (Cont. from page 2)

From West Germany, new deliveries come from both Falter and Marklin, the latter Firm delivering their new curved turnouts and most other new items for 1964-5... Carrying the largest Marklin stock in the country, 'Dockyard' have long manufactured, both here and abroad, heavy duty transformers and controllers specifically designed for use with Marklin trains and of Approval design. The Transformer, which has almost twice the capacity of the larger Marklin unit, is capable of feeding up to three separate Controllers. One Controller being supplied

At approximately 2/8d each we consider them to be good value.

8 and 16mm Movie — Last Run of No. 500

Produced by: Rail Recording and Film Services, P.O. Box 95, Rydalmere, N.S.W.

Price: 8mm (100') £3; 16mm (200') £6 post-ed, reels included.

This film was made in May 1963 and covers the last run of S.A.R. "Mountain Type" 4-8-4 of 500B class. The run is from Adelaide to Angaston and return.

There are a number of sequences in the seven inch recording (recently reviewed) of the Last Run of No. 500 which are marked on the cover with the letter M. which accompany this film. They are not synchronised but could be taped or striped to the film for sound.

The film opens at Mile End Loco Depot, Adelaide, with No. 500 being prepared for its last run, taking on water and oil fuel. An Rx backs past.

At Adelaide station 500 backs onto a train consisting of old joint-owned V.R./S.A.R. "AE" clerestory cars, S.A.R. steel cars, brake van and the imported all-steel Pullman dining car "Adelaide".

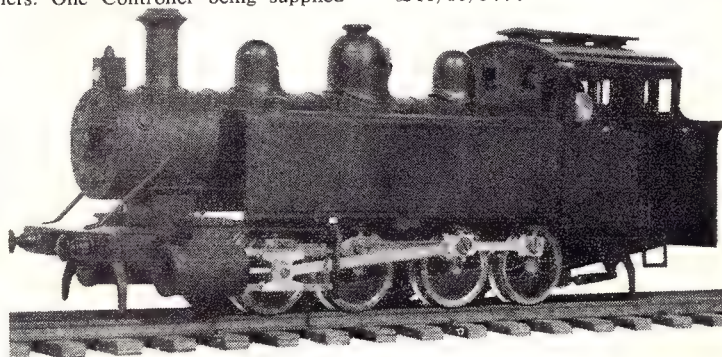
The film depicts a run across Para River Bridge, then climbing into the Barossa Valley. Following are scenes on the sweeping curves between Lynoch and Altona, the one in 55 grades out of Rowland Flats, an action shot as it blasts up the one in 55 beside the Chateau Tanunda winery, then a run beside the train and a highway crossing, head in photo run, then a one in 40 climb at Penrice Quarry. Final scenes show complete train leaving Nuriootpa for the climb to Angaston.

All told a well produced rail fan film and a good companion piece to the recording.

Order from: J. Powe, (Dept. M.R.), P.O. Box 95 (D), Rydalmere, N.S.W.

with each Transformer at £8/19/6 the pair. Additional Controllers being available at 50/6d...

From Japan, 'United' have delivered more 'B-2' Shay, whilst Gem Models have supplied a few fine C. & O. 4-8-2 Locomotive at £48... Recent indents from Tokyo include a neat Baldwin 0-8-0 Tank Loco., pictured elsewhere in this issue. Outshopped painted, but of brass manufacture, this model offers excellent value, for the rebuilder or otherwise, at £11/10/0...



Editorial...

One aspect of the hobby that is often neglected by the club is the occasional outing by train to points of interest. Apart from the pleasure of a day's outing by rail there is always the opportunity to inspect and sometimes photograph the varied structures found beside every track. The modeller who can incorporate these lineside objects into his layout can change his model from the average to the very realistic. A day out with other members is often the opportunity to have members of the family included in the trip. The Eastern Division of the S.C.R. of N.M.R.A. are having such an outing by specially hired diesel rail coach to Gosford on Sunday November 8. However, the outing is not restricted to members of the Division and any reader who would like to attend can do so by telephoning Mr. J. Davey at 442992 any evening to obtain particulars.

Inspection of the railway facilities at Gosford is being arranged so cameras are the order of the day.

Mention of photographs reminds me that the Scenic Route is getting a little short of material. Now is the chance for clubs and societies or individual readers to have their latest model or railway scene shown in our pages. We suspect that there are many modellers with scenes on their layouts which others would appreciate seeing. Even if you are not good with the camera you will soon find one of your friends who will be pleased to help record your latest creation. Don't forget to include a few words about the shot to enable us to write a caption.

This issue we hope to give you a pictorial record of the Railway Exhibition in the Sydney Town Hall so that interstate readers who were unable to attend can have some ideas of the layouts and trade stands that were on display. However we noticed quite a few modellers from Queensland, Victoria and South Australia who had come over this year.

The Southern (Victorian) Division of S.C.R. are planning a Convention in Melbourne at Easter 1965 and according to what I have heard quite a large crowd are planning to attend from Sydney and Brisbane. Probably from Adelaide too. I am sure that New Zealand modellers who can include this in a holiday trip will be most welcome. Also readers are reminded that the Queensland Exhibition will be on again this year in the Brisbane City Hall from November 9 to 14 inclusive.

Bexley North Hobby Centre

14 Sarsfield Circuit, Bexley North, N.S.W. 50-0468

WILLS FINE CAST LOCO KITS:

These are body kits only. Designed for Tri-ang & Hornby chassis e.g. LNER Pacific A2 fits Britannia £7/16/6, GWRUI fits Hornby 0.6.0. £3/2/9. Write for list.



HO n3 Archbar & Bettendorf Trucks are on the way.



EXAMPLES OF OUR HO LOCOS:

Santa Fe "Mountains" £37/10/0
0-4-0 Plantation Tank £4/17/6
4-4-0 N.Y.C. "Buchanan" £14/10/0
Porter Mogul 2-6-0 £10/0/0

FULL RANGE OF TRI-ANG T.T.

3ft. Length Tri-ang Track 9/11
3ft. Length Gem Track 9/6
Gem T.T. Points 15", 24", 36" Radius Crossings and Y Points.

A number of Kibri, Faller, Hoffman Buildings are suitable for T.T.

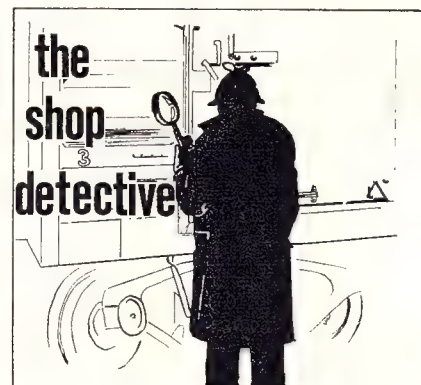


Full range of Fleischmann HO Freight and Passenger cars.

XMAS SPECIAL — Fleischmann Wreck Crane set consisting of Crane, Counterweight Car, Idler Car and Boom Support. C Car Usually £8/15/0. Xmas Price: £6/15/0.

Golding Model Supplies

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We have been able to examine some of the keys and relays that are available from Top Cat Disposals by mail order. There is a wide variety of the former with make, break, change-over and make before break change-over types. The relays also have a variety of multiple many purpose contacts and both these products, which though disposal units, are in fine condition. Every modeller, whether beginning or experienced will find many uses for them.

Austral Modelcraft in Brisbane have just completed runs on strip wood. These are 3", 4", 6", 8", and 12" square. Also 8" x 6" and 8" x 4" which are bridge and trestle sizes. These are packed in mailing tubes with metal ends. Proprietor McTaggart would like to know if a tube of mixed sizes would interest modellers.

When we strolled into Bexley North Hobby Centre the other day we saw amongst the huge range of accessories some beautiful Japanese HO Floodlight towers, 2 or 4 light, at 15/6 and 19/6.



SOUTHERN CROSS REGION

Envelopes Available

For Members

Members of the Southern Cross Region of the National Model Railroad Association may now purchase envelopes bearing the imprint illustrated above for their own personal use.

Envelope size is 3½" x 5½". Prices including packaging and postage are as follows:

25	2/6
50	5/-
100	9/-

Address orders, including money orders, postal notes or cheques (stamps are not accepted) made payable to "S.C.R. of N.M.R.A.", to

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11 Dempsey Street,
North Ryde, N.S.W.



A Freelance Steam Railcar

By M. E. FENTON

THE photograph in the April-May 1964 issue featuring the old steam railcar at Alice Springs and which, incidentally, originated in South Australia, revived an old wish to have such a 'monster' in model form operating on my layout. This wish became a resolution following the publication of an article in an English magazine describing the building of such a model.

But firstly, a little of the history of these interesting old vehicles. Their use on light passenger duties came about with the desire to economise where possible with a small motor unit and attached coach. They fell into disfavour largely because of their inability to do more than the one job, for if either unit was to be 'off the road' for any reason, naturally its companion unit was also off schedule.

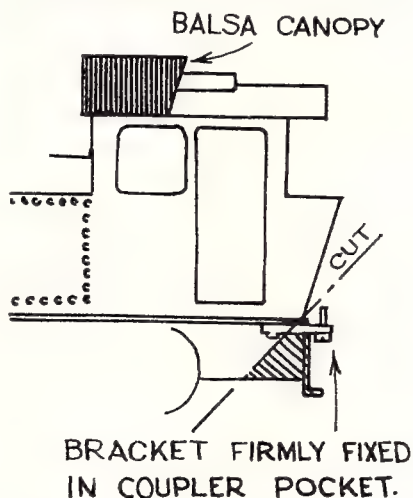
My attempt to build a freelance steam railcar followed these recent articles, and for very little effort, a most useful little unit is now available for those off peak periods.

Lacking the necessary knowledge and tools to scratchbuild either unit, I noted that Tri-ang 'Nellie' was suggested as a possibility for a 'quickie'. Possessing a seldom used plantation loco, I considered this as a possible alternative, and decided that it offered considerably more advantages as the motor unit than Nellie, and was for more suitable for a scale layout.

On searching current catalogues for a likely coach section, I thought the most suitable to be the Rivarossi 4 wheeler 42504, and immediately ordered one. This coach, reasonably priced at 12/6, was of the correct period, and also had the desired balcony roof for overhanging the loco cab. The necessary cow-catcher, or pilot, was readily available at 4/- and I think suitable old timer Tenshodo bogies can be bought for about 9/- per pair.

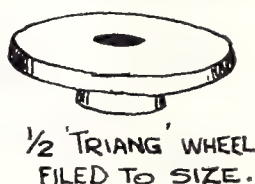
The new oldtimer, now a firmly established favourite, is extremely easy to construct, reliable, pleasing to the eye of enthusiasts, and furthermore can be made to negotiate even a 12" radius.

MOTOR SECTION
Remove couplers and saw off steps and chassis section as shown. Drill front



to take pilot. Replace rear coupler with bracket and screw fixed firmly with same retaining screw shortened to provide tight fit. Fix pilot with reliable adhesive and set aside.

BOGIE MOUNTING.

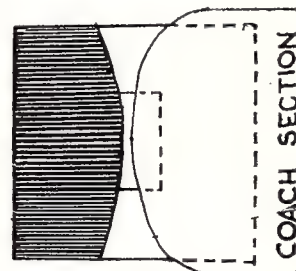


PARTS REQUIRED

1 Plantation loco.
1 Rivarossi Coach 42504
1 Tenshodo bogie
1 Sentinel pilot
Sundries from the scrap box, including half a Tri-ang plastic wheel set.

COACH SECTION

Remove couplers and wheels. Carefully cut away axle boxes and spring sections. Remove coach end and cut away floor section as shown so that old coupler screw hole projects. This now serves as junction point between units and needs only filing for height adjustment when joining the two. File down and fit Tri-ang wheel piece serving as bogie bearing so that bogie can turn freely. Stick with adhesive and allow to set.



LOCO. CANOPY AND COACH SECTION WHEN ASSEMBLED. NB HOW ROOF ENDS HAVE BEEN SHAPED TO ALLOW UNIT TO NEGOTIATE 12" CURVES.

After 24 hours, screw on bogie using the Rivarossi coupler screw, and then bring the units together. Test bogie side movement after which windows can be glazed, and coach weighted. The railcar can now be run and any adjustments will be obvious and easily corrected. Carve and fit Balsa canopy on loco roof and test run on small radius curve.

It is only now necessary to fit other detail fittings as may be preferred and then paint. My little job, with silver pilot, black smokebox, brass funnel and boiler band, green loco body and coach, now appears regularly on schedule, thus putting to good use a fine little loco which was previously seldom used.

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Try us for all Model needs.

BOOK REVIEW

This is a book that has been well put together, both in the literary sense as well as in the binding. It has a very attractive gloss cover wrap that should please most New South Welshmen.

It is a pity that there isn't an index for all the excellent photos. Some of them are quite remarkable. If one never read a word of the text, the photos alone are worthwhile. Some criticism has been levelled at a few of the photos which have been retouched rather heavily and I must admit a few have been spoilt. But for every one that is, there is a dozen to take its place.

One photo showing a red Tasmanian Government Railway's "Y" class 800 h.p. diesel electric loco, in my opinion, is the best for its worth of detail. Try building that little scene into your layout.

Just what does happen when it is eight o'clock in the evening? Chapter One goes to a lot of detail to enlighten the reader on this question and proves to be excellent reading.

This is followed by a chapter of historical interest. Although a lot of the material has been long forgotten, it has been gathered and put together very well in this book. It isn't as 'dry' as many such chapters in other books.

Every page has had a lot of research put into it and I'm sure both Mr. Singleton and David Burke were very pleased to have the assistance of quite a few people.

The book isn't without its spot of humour. Could you imagine the Americans calling "The Burlington Zephyr", by the title name of, "The Hot Dog", or the British Railways putting up "The Winkles" on "The Southern Belle"? Well we have "The Fish" as well as "The Chips". So read "Trains with Titles" and smile at this little bit of humour.

Ever wondered about C.T.C.? It's there too, along with the other methods of control.

The final chapter is on The Private Railways that have been or still are functioning. This is a wonderful chapter and really gives some information that would be very hard to find.

Building a trestle bridge? Take a look at "Black Butte", a Cs class 4-6-0 wood-burner crossing one on the Banksiadale line in Western Australia.

In short, the two authors and their assistants are to be complimented on a well written and presented book. It is well worth the two guineas.



These pictures of Sydney-Melbourne expresses of two eras are from a fascinating book, "Railways of Australia", by C. C. Singleton and David Burke (Angus and Robertson, Sydney, 160 pp. 42s.). The top picture shows an express of 70 years ago, outside Melbourne. Below is the first train to run from Sydney to Melbourne on the standard gauge.

Greetings — indeed !

It is with considerable pleasure, that I and on behalf of my Albury associates Pacemaker, "Sentinel" and the "World" offer to the Editorial Staff and the Editor very heartiest good wishes for Christmas and the New Year.

I feel that these wishes, are the very sincere wishes also of our hobby shop customers, our fellow national distributors and advertisers and of your very great number of readers. So Mr. Editor, I feel that I can very sincerely convey Good Wishes on behalf of us all.

You have done a tremendous job this year and all Australasians much take pride in your achievements. Your personal sacrifices

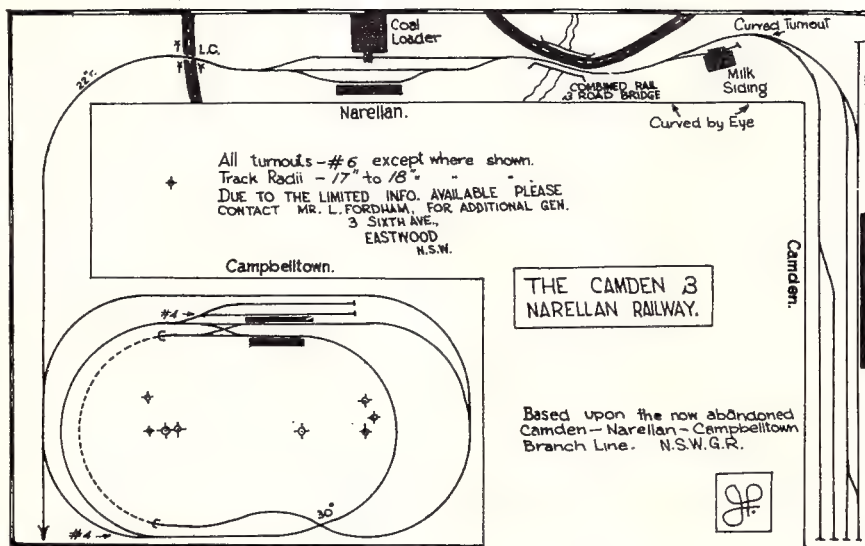
of time, formerly given to "playing trains", are regretted, but we can't have YOUR cake and let you eat it too!!!

I should like to take this opportunity of congratulating the members of the S.C.R. on their election of John Wheeler and Ralph Thomas to top Executive posts! I would feel certain that Bas. Hammersley handed over without misgivings.

Again Mr. Editor and Committee, Heartiest Good Wishes from us all.

Sincerely,

BILL GARDNER,
Australian Model Craft —
Albury, N.S.W.



THE CAMDEN AND NARELLAN RAILWAY

By
LES FORDHAM

This railway, with an ultimate design of representing the now closed New South Wales Government Railways' unique Camden branch has been in the process of construction for several years. The aim was to ultimately model N.S.W. prototype as time permits.

The main idea was to progress in several steps:

- Coarse scale, 3 rail AC, to 2 rail NMRA scale.
- Construct a layout, with correct track layout, and U.S. rolling stock.
- Build up a selection of models, representing N.S.W. prototype, even though not correct scale and accurate, i.e., convert proprietary equipment to resemble N.S.W.
- Build a complete range of all N.S.W. locos, coaches, and goods waggons needed.

At the moment I have progressed to (b) and started on (c).

The layout is built to serve two ideas; (a) to represent the Camden line and (b) to have a layout, with an oval, and station, on the 6' x 4' board for watching trains run, etc. The station is built to represent Campbelltown, but does not completely resemble the prototype.

Most of the layout is built on shelves around the wall, but the oval sections are built onto a 6' x 4' board. Most track is Wrenn universal, built for English equipment and with scale wheels I get a number of derailments.

Points, which were prone to accident, were therefore replaced by scale types. After I have finished my leaving exam at the end of the year, I hope to rebuild Campbelltown completely.

Motive Power

The motive power department is of a reasonable size consisting of 3 steam

and 1 diesel locomotive. The Lindberg diesel is very good, being able to haul quite heavy freight drags and faster passenger services. It has been in service nearly a year and has needed hardly any attention.

Rollingstock

Most of the freight stock is American in origin with about 1/3 Lindberg. I have found these to have the easiest rolling trucks, and locos will haul more of these in a train than with other bogies. About one half of the freight wagons are equipped with Kadee magnamatic couplers, while the other half X2F type. The Tenshodo tank loco has Kadees at both ends, while the Hornby loco has one Kadee at the front and NMRA at the bunker end. The other two locos have X2F couplings.

The passenger stock consists of three Hornby coaches, two Athearn, and one scratch-built KAM N.S.W. sleeping car. This selection is ample for all needs at the moment, with an Athearn Pullman or Hornby brake 2nd for the branch service.

No electrical circuits or signals etc., have been installed, all points being hand operated. Two automatic colour light signals which were operating were disconnected when I realigned the main line and so there is no signalling at present.

Scenery has been added in some places, but is mainly non-existent on the layout. This aspect of the hobby usually is attacked when I am in the mind to do it, but by the appearance of the layout, this is rare.

Like most layouts there is still much more work to do and I doubt if it will ever be really finished, but when one finishes a layout, one cannot enjoy the hobby as much as when there is more work to do.

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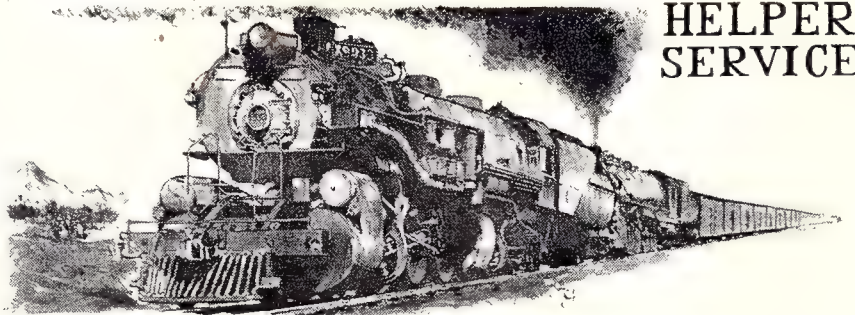
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HELPER SERVICE

MODELLERS. What are your problems? Write to this magazine and we will endeavour to put you on the right track.

Q.: What is the difference between live and dead frogs on points? — F.B.

A.: In most toy or high rail points for two rail, you will notice that the point frog is of an insulating material, usually moulded in plastic, as part of the sleeper base. On scale points you will observe that the frog is made of metal rail sections neatly joined at the frog, and offering electrical pick-up to the wheels for the whole journey over the points. This is of course, one reason why live frogs are so superior to dead frogs, but naturally are a little more expensive. In both types the traction current only passes to the rails for which the point is set, and as you will readily appreciate the chances of derailment are very much less with the live metal frog, as the gauge and rail shape is so much more accurate in metal than in plastic. There is one point to bear in mind with live frogs and that is the need for isolating gaps in certain track designs; this is another advantage of live frog operation, as the gap may be placed so that a train may not pass over a point that is set against it. The final point to make, is that aside from operating advantages the live frog being of metal, looks far more realistic than the blob of plastic.

Q.: Would you recommend plastic wheels instead of metal ones? It would seem that plastic wheel sets solve the problem of two rail insulation, in the best possible way. — A.M.M.

A.: We would hesitate to recommend any particular wheel material against another, however, as you say, plastic wheels are certainly an easy and low cost way over the matter of insulation in two rail operation. N.M.R.A. standard tolerance for wheels is $\pm$ or $-.0002$ " in any direction, and this can certainly be met by well produced plastic wheels sets. However, there is a certain attractive authenticity in metal wheels, not the least of which is the realistic clackity-clack over point work, and certainly well made up metal wheel sets are more accurate than plastic, and are not much more in price.

It is the opinion of many that plastic wheels pick up more "mud" than metal ones, and in the case of passenger cars, where internal lighting is desired, half of the wheels will have to be metal anyway.

Q.: I am perplexed by the use of the word 'scale' in model railways. I would have thought that all models were to scale. — F.Y.O.

A.: You are quite right in thinking that models are to scale, that is are constructed to a definite size relationship to the real thing, although as you will appreciate certain parts such as rivet heads are often reproduced oversize so that they may be seen. However, models in some instances are a mixture of scales, particularly those from the U.K.; many

of these have the superstructure to a scale of 4mm to the foot, with the frames and wheels to a scale of $3\frac{1}{2}$ mm to the foot.

This is called OO in England and not to be confused with the OO as applied in North America where the whole model is to the one scale (4mm to the foot). Other models are constructed entirely to the scale of $3\frac{1}{2}$ mm to the foot, known as HO and, of course, correct in their proportions. Many reasons have been put forward for this English mixture, but none covers up the fact that locomotives, in particular, have a rather overfed appearance. You may be interested to know how the terms HO, OO, etc., come about.

Originally, early in this century, modelers and manufacturers realised that it would be helpful to have some means of noting the scale relationship of an article, and the then smallest gauge was called 'Gauge 1', which was $1\frac{1}{2}$ ".

Nobody guessed that purchasers would call for a smaller size, but with the changing of domestic life, with wars and depressions, smaller sizes were called for. The next well known size down was to a gauge of $1\frac{1}{4}$ " and naturally enough was named 'Gauge O'. And so it went until today we have OOO which is to a scale of 2mm to the foot and a gauge of 9mm. The term HO stands for half O, which it is, with a gauge of 16.5mm and a scale of $3\frac{1}{2}$ mm to the foot, and is, by far the most common in use today. Now finally you may see the term OO/HO, and this really implies that although the model is an over-fed one it so happens that the wheel gauge turns out to be the same as that for HO, which all things considered, is really not so bad after all.

In model railways, however, there is also another use of the word "Scale", and this is a description of the track and wheel system. For the purely toy train, manufacturers, very wisely, use strong model track, realising that youngsters will perhaps treat things roughly. In the old days this track was usually made of plated mild steel sheet, suitably folded and assembled . . . hence the expression "tinplate", in modellers' jargon to denote the toy train. Today the track for the toy train is often still steel rail, but with plastic ties or sleepers, and the expression tinplate is still used.

With research by the N.M.R.A. it has been proved that track of a much smaller size, and very closely resembling the real thing may be made quite strongly, and the thinking purchaser will readily see that there is no point in buying the ugly overscale type of rail.

Now as well as overscale track, we had overscale wheels, which if you operate on the floor are good, but have very high friction when on the track, so once again N.M.R.A. came good and designed wheel flange contours that work so well that you are able to pull really long trains. This type of wheel and track is known as scale, implying that it is as

near as possible to scale reproduction of the real thing, and not ugly like tinplate.

So to sum up, scale track or wheels are as correct as possible, and scale size is the ratio of the relationship in size to the prototype.

Q.: I would like to start my eight year old son on model trains this Christmas; could you supply some guidance on types and brands? — G.R.W.

A.: First we would suggest that it would be wise to make enquiries from reputable hobby shops, staffed by skilled persons, at an early date, so that they are able to give you the attention your request deserves before the inevitable Christmas rush. If you can call at an hour when they are not so likely to be busy, avoiding lunch periods, and the after school rush, this will be appreciated, and if a customer arrives, with an obviously quick and easy purchase, the counter staff will like to be able to give quick service, so if you stand discreetly back, it will not go unnoticed.

You will be wise to arm yourself with catalogues and price lists, and study these so that the question that will arise in your mind may be thoroughly understood when replied to at a later date. The price for catalogues is that which is necessary to cover the cost to the manufacturers' agents in landing the catalogues in this country, and cover sales tax and import duty; the manufacturer backs his product with adequate printed matter in most instances, and the local agents compile price lists in £A for your convenience, so do not begrudge a token price for what, in most cases, is a beautiful piece of art work.

There are many categories of model train, and we would recommend what is called HO scale which is $3\frac{1}{2}$ mm to the foot. This is the most common today and the best range of equipment is offered in this size. We will not attempt to guide you on the individual brands, as the hobby shop specialist is so well equipped to do this, but we do mention that there is complete incompatibility among some brands, this with particular regard to power supply, wheel flange shapes, track type and coupler systems. Items manufactured to N.M.R.A. standards are of course interchangeable regardless of brand, indeed this was the original reason for the creation of the National Model Railroad Association, and to understand this further, we strongly recommend membership of the Southern Cross Region of N.M.R.A. (see notes elsewhere in this magazine).

Finally, if you are able to make your choice well before the Christmas rush, your hobby shop will be able to adequately test locos, etc., to ensure that there is every satisfaction on the big day.

JOIN THE N.M.R.A.

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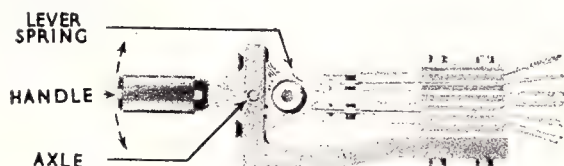
A FEW NOTES ON LEVER KEYS

By Terence Carpenter

A telephone key is a hand operated assembly of contact springs used to open and close electrical circuits.

A typical lever key has a number of nickel-silver springs with silver contacts. The springs are separated by strips of insulating material, and mounted on an L-shaped brass frame. When the key handle is moved to either side of the centre (normal) position, insulating rollers on the cam move against the main lever springs and the contacts operate.

The main lever spring of a change-over contact unit carries a small L-shaped projection which, when the main spring moves, carries the corresponding short spring away from the break spring. This ensures a satisfactory contact pressure without critical adjustment of the moving spring.



A typical lever key.

The long limb of the frame carries a steel spring which presses against a small metal plunger and forces a steel ball against the edge of the cam. In the normal position, the ball enters a recess in the edge of the cam, and locates the key in its central position. This prevents momentary over-riding when the key is restored to normal.

Lever keys are either

- *three-position*, with one "off" (normal) and two "on" (operated) positions, or
- *two-position*, with one "off" and one "on" position. This type has a pin inserted through a hole in the cam to prevent movement into the unused position.

The operated positions are either

- *locking*, which means they remain operated without being held, or
- *non-locking*, which means they restore to the normal position due to spring tension when released by the hand. This type has two studs on the frame, which limit the travel of the rollers, and prevent locking. Also the ends of the main lever spring are set at a sharper angle.

Some three-position keys have both a locking and a non-locking operated position.

Contact Units

A contact unit is a combination of a lever spring and the springs electrically associated with it.

In any contact unit

- the *lever spring* is the spring by which the unit is operated,
- the *make spring* makes connection

with the lever spring when operated,

— the *break spring* breaks connection with the lever spring when operated.

Keys are made up of various contact units. Note that the terms "make" and "break" refer to the operated condition of the contacts, and not to the unoperated condition. The difference between the change-over and the make-before-break is that, in the latter, the "make" contacts close before the "break" contacts open. Present practice is to use change-over or make-before-break contact units when a single make or break action is required, leaving the spare spring for possible future use.

To convert non-locking keys to locking keys, the small brass studs in the frame are easily tapped out with a punch.

Contact springs and lever keys can carry up to 1 amp. without being damaged, and because of this, they have a number of uses in model railroads.

Useful applications of keys

The most common and useful application of the lever key is for reversing the current supplied to the track. Using a three-position key, connect the negative and the positive leads from the power pack to the make springs on one side of the key and cross the wires to make springs on the other side. The connections to the track are taken from both lever springs.

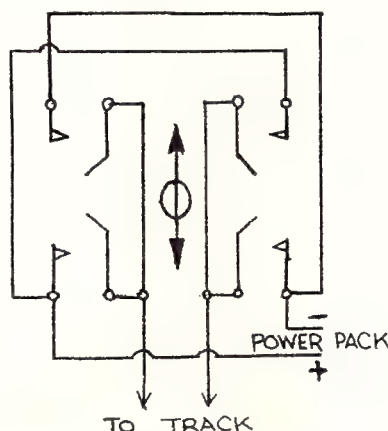


Diagram to show wiring of a key to reverse track current.

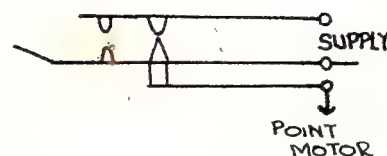


Diagram to show wiring of a key to operate a point motor.

When the key is operated in one position, current is fed directly to the track, and when the key is operated to the other side the polarity of the current is reversed. (See sketch)

Keys may be used to connect power to particular sections or blocks of the track. In this case we need only one make spring set.

If the key has a make-before-break spring set it can be used to operate point motors, since all three springs, lever, make and break, come into contact for a short period during the operation of the key.

To use the key for this purpose, we connect the current from the power supply to the lever spring and the point motor to the break spring. When the key is operated the points will operate and when the key is restored the points will re-operate back to the original position.

For those who wish to have signals operating on the layout there is a cheap and simple way to do so.

When the key is operated to connect power to a particular section other contacts on the same side may be used to operate the appropriate signals, whether they be semaphore or colour light.

Except where a key is used as a reversing switch the keys used above must be of the non-locking type.

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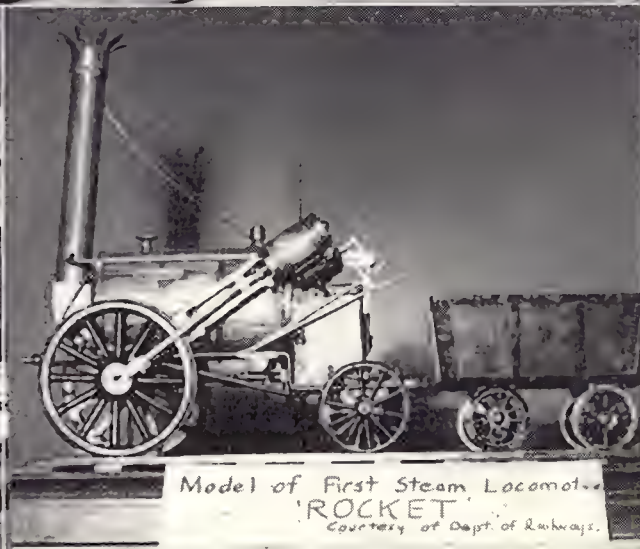
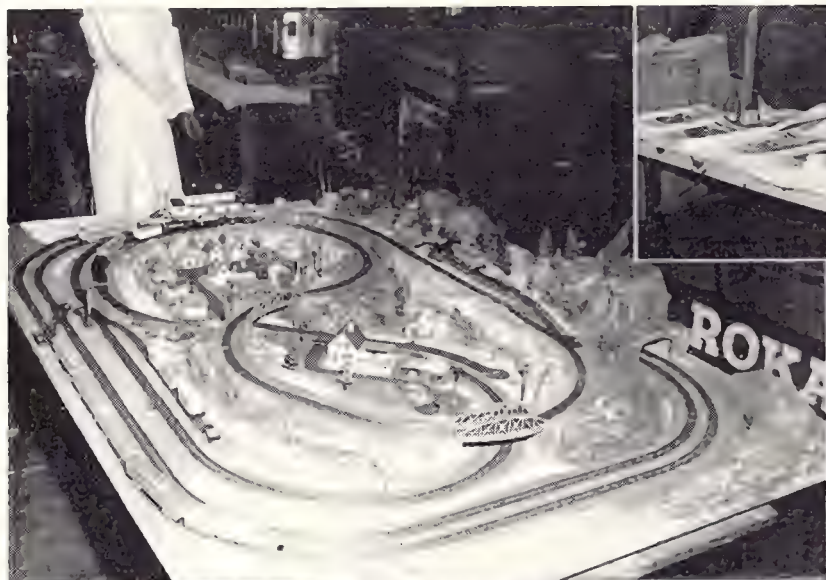
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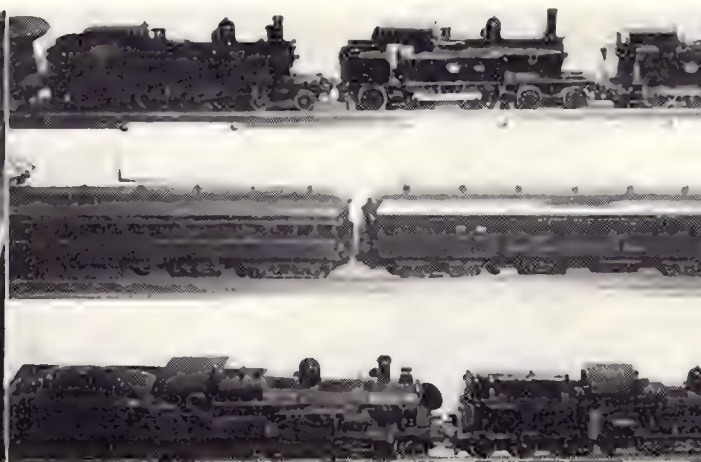
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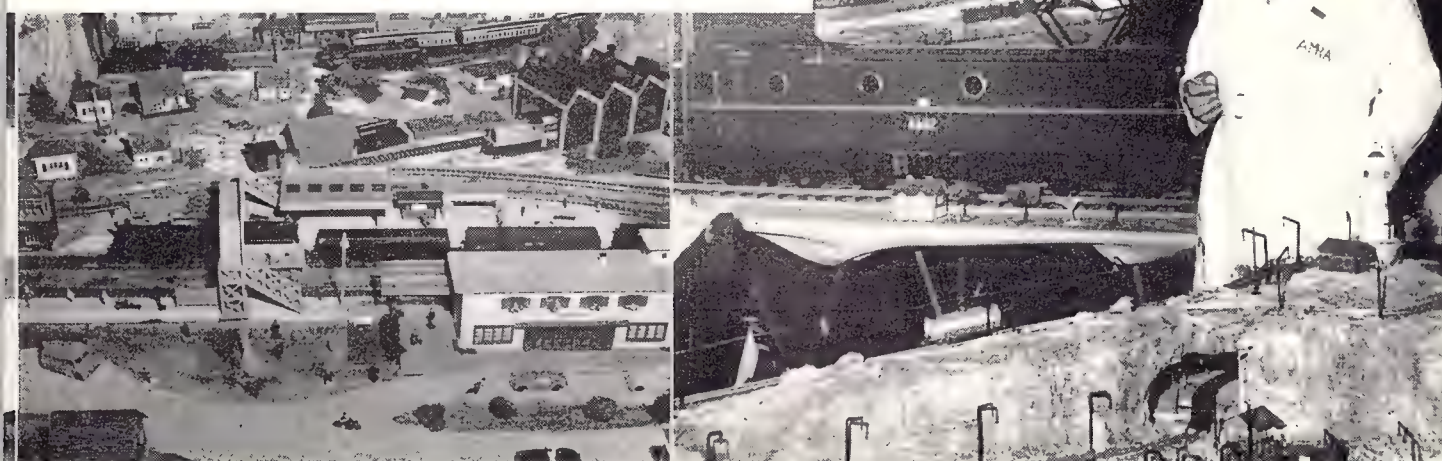


TOP LEFT: A display of Rokal "T.T." on the stand of J. Searle & Sons who also had a fine display layout of Marklin.
 CENTRE LEFT: Another trade display. A demonstration of the General Electric "ASTRAC" train control system by Syntronics Pty. Ltd., a very fine demonstration creating lots of interest amongst modellers.
 BOTTOM LEFT: The Central Coast Model Railway Club's layout built by club members.
 2nd ROW TOP: Yes, we were there. As usual plenty of demand for back numbers. Plenty of compliments too! — 2nd ROW CENTRE: A fine model of Stephenson's Rocket loaned by the N.S.W.G.R. and displayed on the N.S.W. Schools Model Railroad Association. — 2nd ROW BOTTOM: A static display of scratch built models of N.S.W. Prototype by members of A.M.R.A. — 2nd ROW TOP: Ken Spilsted discussing model railroading with a client on his stand. Ken had an operating





layout plus a static display of Japanese Import Locos. — 3rd ROW CENTRE: One of two layouts on display by the Central Coast Model Railway Club of Gosford. — 3rd ROW BOTTOM: A scale layout using Code 100 track built by the Aurora Club of Caringbah, N.S.W. RIGHT TOP: Len Marsden's 250 foot long T.T. layout created lots of attention. All rolling stock is Tri-ang, and M. Robson of Baulkham Hills is the operator. CENTRE RIGHT: You won't believe this but A. A. Sherwood has modelled this operating layout to 20 foot to the inch. Its a magnificent effort really, the drive is worm cut by Mr. Sherwood. BOTTOM RIGHT: John Koole, of A.M.R.A., surveying the scene, with satisfaction as all A.M.R.A. members should for a job well done, Bravo! The loco in the background is 46 class loaned by the N.S.W.G.R. In the foreground is John Suttons H.O. Train layout.





THE GRANT LOCOMOTIVE

Photo: Courtesy of The Henry Ford Museum, Dearborn, Michigan.



THE MASON LOCOMOTIVE

Photo: Courtesy of The Henry Ford Museum, Dearborn, Michigan.

MORE THAN A CENTURY OF STEAM

The third part in a series dealing with all the locomotives on display within the Henry Ford Museum's steam engine exhibition

By

WILLIAM C. FRASER

One of the most striking exhibits within the Henry Ford Museum's locomotive section, is without doubt the beautifully restored Grant locomotive of 1865.

The Grant Locomotive (1865): Typical of the locomotives that hauled freight and passenger trains for both the Union and Confederate forces during the American Civil War, this engine is of the 2-6-0 type.

Built during the last year of the Civil War, the Grant locomotives were constructed in Paterson, New Jersey.

The engine on display at the Henry

Ford Museum was re-built in the locomotive workshop of the American Ford Motor Company in 1923.

The Mason Locomotive (1868): This wood-burning locomotive was built by the Mason Machine Works at Taunton, Massachusetts. The Mason Company were the first locomotive builders ever to decorate their engines artistically. Note the painted wheel spokes and stars which appear on the engine's domes.

William Mason, founder of the business, started manufacturing locomotives in 1853. One of the domes on top of the engine was filled with sand, which was directed onto the track in front of the drivers, by means of a brass tube. The sprinkled sand helped the engine gain traction in wet or slippery conditions.

The invention of the sand box is said to have come about during an invasion of Pennsylvania by hordes of grasshoppers.

In the next issue, we will be dealing with another two locomotives on display, the replica of the English 1829 Rocket, and a Passenger locomotive of 1897 vintage.

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The world's unofficial speed record for a solo powered hand-car is 92.78 mph. This attempt was made by a U.P. track-layer, Herman F. Heildahumner on July 4, 1942.

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Encumbered by masses of red-tape, Herman had "overlooked" a brace of "Big-Boys" highballing along with a string of hotshot reefers.

Several months after the disastrous "cornfielder" Herman awoke from his coma and muttered his first words to a battery of anxious reporters — "Gee, fellows all I can say is that the fourth of July sure went off with one hell of a bang!"

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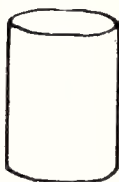
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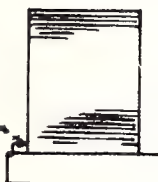
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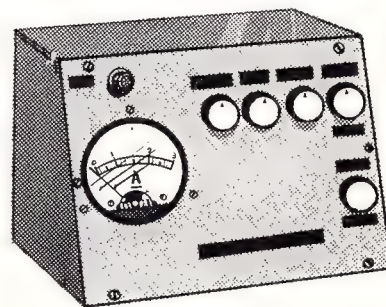


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AN ORE CAR

by
F. G. GILL

ORE cars are designed short and stubby for use at mines where the curves are sharp and the tracks are temporarily laid. Because of their design, these cars should be naturals for small model layouts. Besides being suitable for short radii curves the ore car is ideal to construct for the novice as well as the expert. The size makes it convenient to handle.

I have several ore cars, a crummy and a small switching locomotive, all of which seem to please visitors to my layout and also causes them to express surprise at the length of the train, especially after they have seen a crack passenger train with its long coaches.

Construction is begun by making the hopper body. For your convenience I have drawn the plans to HO scale and have prepared the development of the hopper body. All you have to do is to trace or copy direct from the plans. Use 3-ply Bristol Board and make certain that the grain of the board is in the direction of the arrow. Cut out each piece along the solid lines.

Make the floor from 1/16" thick wood sheet and the lower sides from 1/32" wood sheet. Next make the ribs from card cut 3/32" wide and 1/32" square wood strip.

The side of the car is made by gluing five ribs to the part marked "A" on the development plan of the hopper body and the lower side. The ends are made from built up strips. Cut the vertical

pieces and the top horizontal piece from 1/32" by 1/16" strips of wood. The end sill is made from a piece of bristol board.

Lay a piece of wax paper over the drawing and glue the strips to form the ends, using the drawing as a guide. Do not remove the ends from the wax paper until they are thoroughly dry.

Drill holes in the floor for the brake cylinder, reservoir and valve. Add the brake parts (Sentinal, B.P.R.) to the top of the floor. Glue the sides to the floor so that the sides extend a 1/32" beyond the bottom of the floor. Now complete the hopper body by glueing the parts B, C and D, in the order named, to the side and floor assembly. It is suggested that you make a temporary assembly by using Sellotape for keeping the parts together. Some trimming of parts may be necessary to obtain proper fits and squareness. At this point paint the partially completed car, black, grey, box car red or your own road colour. Also paint the ends. After the paint has dried, add the ends to the car. Make

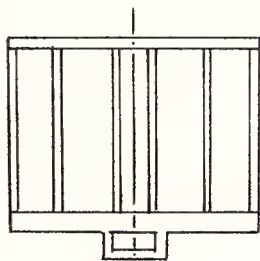
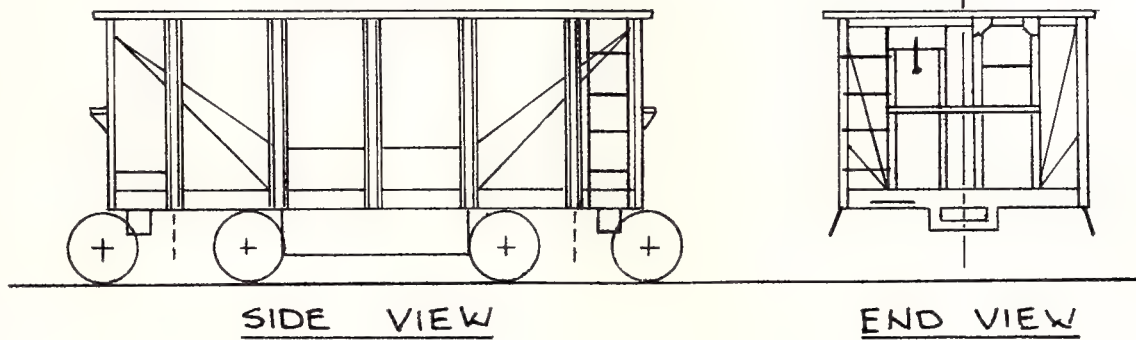
platforms and brake lever support from 1/32" thick wood sheets. The size of these parts can be scaled from the assembly views. Glue to the ends. The brake lever support is on the same end of the car as the brake equipment. The brake lever is made of No. 24 wire, 7/16" long. Add a small glob of solder to the bottom of the lever to form a ball end. Glue the lever to its support. Make the side and end rims from 1/32" by 1/16" wood strips. Glue the rims to the sides and ends of car. Add ladders, steps and grab irons.

The hopper and its ends are cut from 1/32" thick wood sheet. Score the hopper as shown on the drawing, and bend in half. Glue hopper ends to the hopper to form a triangular trough. Glue the hopper to bottom of the car. An alternative method of making the hopper is to carve it from a solid piece of wood.

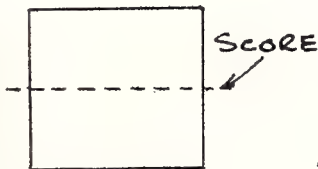
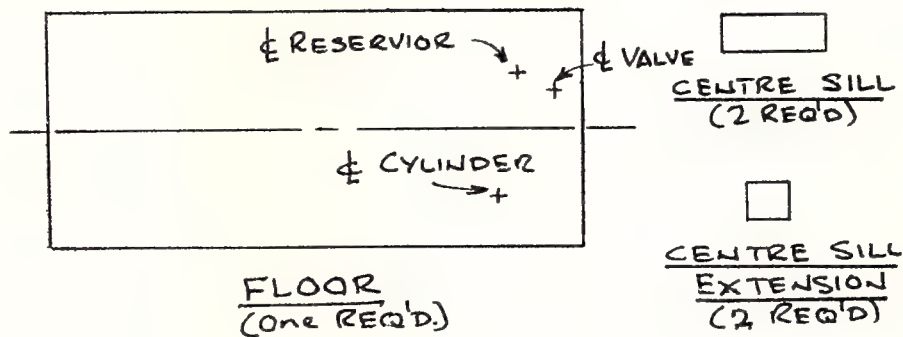
Make the centre sills from 1/16" thick wood sheet and the centre sill extensions from 1/32" thick wood sheets. The body bolsters are made from 3/16" square wood strip and are glued to the bottom of the car. The centre sills are glued between the hopper and the body bolsters. The centre sill extensions are glued between the body bolsters and the end sills.

Paint the remainder of the car with the colour you selected and letter the car to suit yourself. Add bogies and couplers of your choice and your car is ready for operation, as well as service to your mining interests.

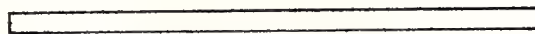
PLANS - FULL SIZE 'HO'



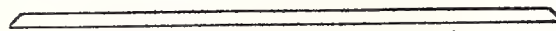
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(2 REQ'D)



HOPPER
(1 REQ'D)

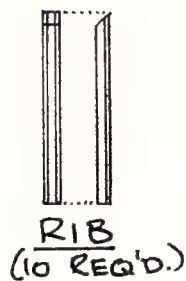


LOWER SIDE
(2 REQ'D)

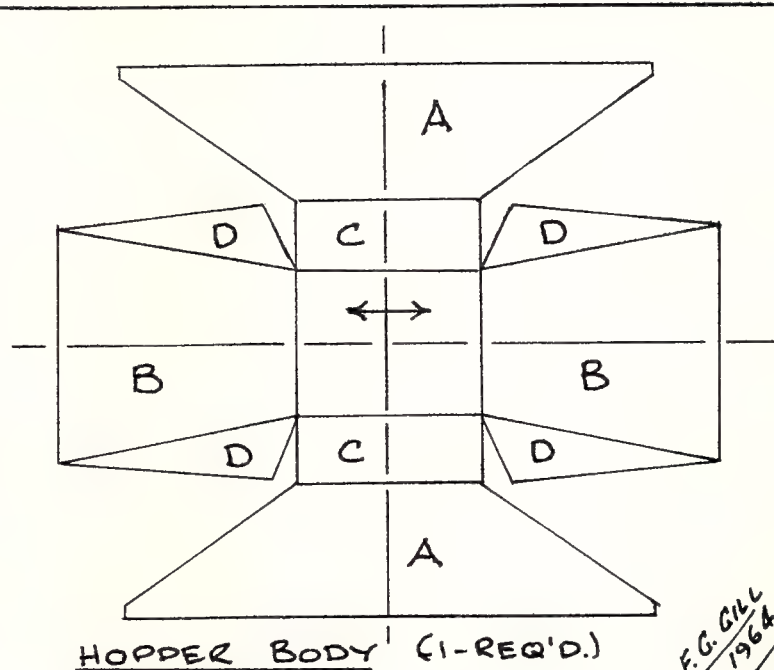


SIDE RIM (2 REQ'D)

END RIM (2 REQ'D)

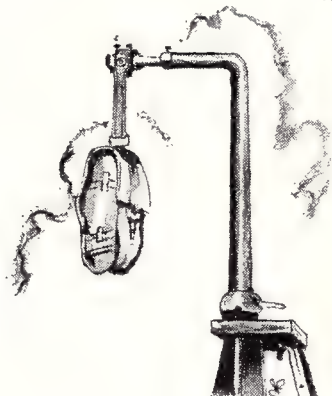


BODY BOLSTER
(2 REQ'D)



F.G. GILL
1964

MAIL BAG



Sir,
N.M.R.A. member Robin Lehmann raises some interesting points in his letter in the August-September issue.

I wish to support his appeal for a greater interest in Australian prototype, and the words "railroad", "switches" and "trucks" are as foreign and annoying to me as to him. We in Australia are in danger of being swamped by one or other of our more populous neighbours in the future, so let us maintain our present identity and character for as long as possible, in our railway jargon as in other things.

I feel that one of the worst things that could happen to the magazine would be a decline in the standard of grammar used to that sickening American slang found so often in the N.M.R.A. "Bulletin". We have enough good Australian slang if a more 'earthy' approach is needed!

I cannot agree, however, with Mr. Lehmann's critical remarks on the A.M.R.M. and his belief that the magazine is failing miserably in its support of the Australian scene. I believe that the content of the magazine is more likely to be a cross section of the copy submitted for publication, rather than a deliberate attempt by the editorial staff to promote the foreign outlook rather than the local.

So look sharp, patriots, and let's have an increase in the amount of Australian prototype copy forwarded to the Editor for his perusal.

C. H. PRATTEN.

Borenore, N.S.W.

* * *

Sir,
In the Aug./Sept. '64 issue, Mr. Robin Lehmann strongly criticised the magazine for its "Yankee" accent.

Whilst I most heartily agree that the publication of this magazine should feature more Australasian content, we should remember that the Editorial staff is not responsible for the articles submitted for publication. Their role is purely to refine these articles so that they are presentable.

If S.C.R. members would submit more local material then you would have more Australasian content. Once again the Editor can only publish what has been submitted.

I feel that Mr. Lehmann's concern for the lack of interest in Australian prototype by large numbers of modellers in the S.C.R. region is "hogwash". Apart from those modellers who do model local prototype, I strongly support those S.C.R. members who want to model foreign prototype. It's their choice and good luck to them. If Mr. Lehmann's concern is genuine, then how about some real constructive effort by him and his followers

to supplement imported lines with more local items.

Also, a name change for the magazine would necessitate a completely new name. Not forgetting that quite a few modellers still call the magazine by its old name (i.e. "The Booster") another name would only add to the confusion and cause too much inconvenience just to satisfy an individual fancy.

His accusations about the review given to Bill Cole's wonderful kits is pure "bunkum". The Editor was very gracious in his apology and efforts to release news of these kits despite the fact that the edition was almost ready to roll on the press.

His insistence that Sydney Western Railroad Ltd. should amend its name just so that they could please him was met by a very abrupt and unanimous resolution by its members to tell him "to go and mind his own business". What really dazzled them was how Mr. Lehmann arrived at the conclusion that the club was of U.S. prototype, especially when the members' prototype tastes are as varied as their ages.

To sum up Mr. Lehmann, you can go build bogies and turnouts on your layout and I'll build trucks and switches on my pike and odds on we will finish up, with identical products.

"YOSEMITE SAM".

Sydney, N.S.W.

* * *

Sir,
I find the magazine very interesting. It is a welcome change from the overseas magazines as I follow N.S.W.G.R. prototype.

I would like to see locomotive plans included in "Our Plan" section of the magazine as they would be useful to many modellers.

J. A. LYONS.

Temora, N.S.W.

* * *

Sir,
Three cheers for Robert Lehmann (August/September 1964 Mailbag). I salute an Australian. Kind sirs, this is not said maliciously, but we are tired of the

Yankees without go approach that seems latterly to have spoilt your journal. Nay, ruined it utterly.

If it goes on like this I will not buy it as it is an affront to my patriotic spirit and basic Australianism and I think large number of Australians will agree Australia is blessed with a wonderful and unique variety of railway equipment. Its great appeal is in its very diversity.

Our country produced some of the finest designs of locomotives and rolling stock, far superior to anything America produced, ever. Take the VR's unstreamlined S Pacifics, the HH class, WAS, S and V class; and even the old rugged C19 of the QR and Tasmania's R and Q classes, had their moments too.

So why in the name of blithering blue blazes don't we model them? What's wrong with Australian railways? Besides, our locos look far better. Arise all pro-Australians and be heard.

To me the deadening thing about American locos and rolling stock is that they all look the same whether they are SP or NYC. American styling follows closely upon that of Germany but, you'll pardon me if I say, the Germans did it better.

The B and O and the Pennsy, did produce some fine clean designs but personally I think the Victorians outshone them all. The HH in its original form was a magnificent design, clean, neat, yet with an elegant yet massive look.

I have never liked locomotives which, while being locomotive engines, carry in addition an extra 20 donkey engines all over 'em, festooned with pipes like a spaghetti maker's nightmare. Better a first class Australian than a third class Yank. Let us be Australian, friends, first of all. Advance Australia fair.

R. A. BARKER.

Petersham, N.S.W.

* * *

Sir,
May I, with your permission, reply to Mr. Lehmann, regarding his unwarranted assumption that members of Sydney Western Railroad believe themselves to be

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MAILBAG (Continued)

bound to U.S.A. prototype, the situation in the club is this: one member is an Australian prototype fan, two or three members are fans of USA prototype, another is a fan of TT scale of mixed prototype while all the other members seem to favour no particular prototype. Only two things appear to be common among members, a love of the model railroad hobby and a desire and a will to work to see the NMRA grow and prosper.

Our club is not tied to the USA scene and is not interested in promoting US, UK, Australian or any other prototype. No member places any significance in the use of the word "railroad" in the club name or magazine title, since we feel it means the same thing as "railway" anyhow. I suggest Mr. Lehmann, and readers, re-read my article in the Club Car section of the June/July issue wherein the club's aims and purpose are clearly stated.

I believe readers should be reminded that the many people supplying articles to the magazine are writing on subjects most familiar to them naturally using words and terms of personal choice. Since, for example, trucks and bogies both refer to the same item, I do not see that it matters which word is used. Any purging of words or terms, of U.S. or other origin, from the magazine would prove nothing. It would be simply displaying misguided patriotism which our hobby can safely do without. This also applies to ideas of eliminating or reducing the content of US interest articles and advertising in the magazine.

Let's remember that model railroading is a hobby, not a flag waving complex.

Further, I must take issue with Mr. Lehmann's claim of the magazine being loaded to the U.S. scene. Here are some facts I have compiled after carefully reading all issues to date.

- Plans, photos, rolling stock — every issue (all States except Tas.).
- Australian layouts — 4 articles.
- Electrical — 5 articles.
- Structures and general modelling — 22 articles.
- Australian and New Zealand railway prototype — 9 articles.
- Australian loco construction — 2 articles.
- Australian product reviews — 10.
- U.S. style layouts — 2 articles.
- U.S. railway prototype — 2 articles.
- U.S. loco facelifting — 1 article.

Now readers can draw their own conclusions about this argument.

Financially there is only one reason for any of us being able to have a magazine at all, namely from the support given by advertisers, past and present (regardless of the origin of their products). If more businesses would follow the example set by the magazine's present advertisers then we would have a much larger magazine, with no increase in magazine cost. He who supports the magazine truly supports the hobby, so let's stop this unjustified criticism of the overseas origin of products.

Readers themselves will repudiate Mr. Lehmann's criticism of the review about Bill Coles' kit if they re-read the last five or six lines of the review.

It may be of interest to some readers that overseas subscriptions (mainly U.S.A.) to the magazine are increasing rapidly while articles from the magazine are being reprinted, in entirety, in some American regional magazines. I personally could not imagine this being the case if the magazine was as dull and uninteresting as some people would have us believe.

For a magazine which has now reached international acceptance we all owe a great debt to the voluntary effort of editor, staff and contributors who receive no financial return whatever. To them I say thanks for a job well done and wish the magazine continued success.

Cabramatta, N.S.W.
JOHN BUJACK,
Secretary, Sydney Western
Railroad Club Ltd.
(100% N.M.R.A. club).

* * *

Sir,

Mr. Lehmann's letter in the August/September issue should give us all much to think about. I feel that some thought should be given by the editorial committee to the name of the magazine.

His remarks on the various other contents of the magazine, however, show a certain amount of intolerance. A club can choose any name it likes, within reason and, if they are modelling American practice why not go all the way with a suitable name.

As far as Australian prototype plans are concerned this magazine has published on the back page in every issue, loco or rolling stock plans of Australasia. As a contributor to the back page for all except the first issues, I can vouch for

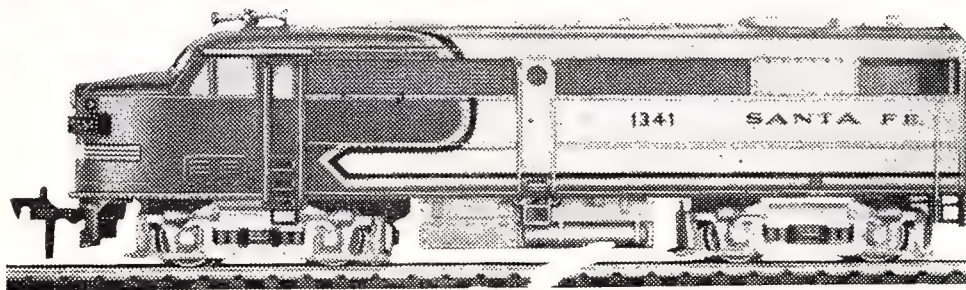
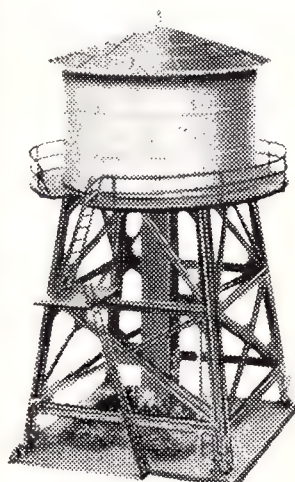
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MAILBAG (Continued)

this and thanks to the ready assistance of the various railway systems in Australia and New Zealand, this will continue.

Our Editor's report in the last issue should answer many of the other complaints levelled by Mr. Lehmann, and bearing in mind that advertising is the life blood of a publication such as this we cannot dictate what type of equipment is offered as there is always someone who wants it.

Brickbats do us all good when deserved but a closer look by Mr. Lehmann at the magazine would result in a more balanced and less biased outlook.

A publication like this has not been attempted in Australia before. We have had a few knocks and will receive a lot more but, let's be a little more tolerant of each other's ideas on a pretty good hobby.

N. COUGHLAN.

Earlwood, N.S.W.

Sir,

I think that Mr. Ward has misunderstood my letter which was published in the June/July issue. I stated that passenger rolling stock is virtually non-existent in Australian form, and I give credit to his suggestion that there are many excellent proprietary models that could be modified to a reasonable degree of representation of Australian prototypes.

However, the fact remains that there are still many prototypes which cannot be reached by this method. I have converted the Tri-ang cement hopper by removing the roof, closing in those small holes in the sides, painting it black and adding Kadec couplers (the reason I added these is that they are standard on my layout) to a very close model of the 42 BCH and 52 HCH coal hopper units.

The same conversion with roof added brings a 42 ton BWH into service. By suitably weathering the model with white you get either a 42 ton BRH or 53 ton HRH for bulk cement haulage. A Tri-ang bogie refrigerator car can become a TRC with the additions of tail lights, and buffers. In fact, I am ready to admit that this is an excellent way of building up one's stock, and I agree that some passenger stock can be achieved in the same way. But useful passenger stock can only be built up in this way to a limited extent.

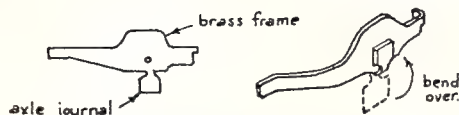
The Tri-ang Old Time Coach for instance, which you quoted, can be converted into a BJ or FJ, which is all right if you want to model these cars, but they cannot represent complete passenger working on any layout unless of course you are modelling around the turn of the century, and even then there were only a few of them in service; today there's approximately 10 of them in service.

This leaves us with a terrific gap of carriages to be filled in somehow. The LUB sets for example were basically American type stock which were built in Australian guise by the fitting of buffers and screw couplings in Australia between 1890's and 1916. One hundred and ninety-five of these were later converted to suburban electric trailer use, 91 of them still being in service.

But there is nothing to represent these cars, by far the most numerous of any stock in Australia (several hundred were built and many are still operating even in their original design). Then there are

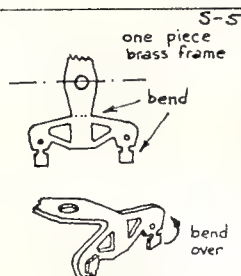
IDEAS FORUM.

Trucks or bogies



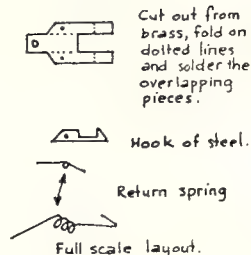
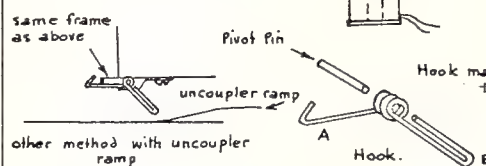
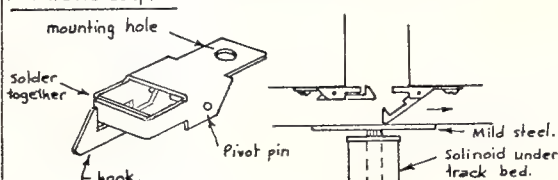
Delta trailer truck.

Locomotive trailer truck and bogie frames can be made out of one piece of brass including their journal boxes, which are bent over to cover the axle hole and limits axle side play. The axle, if made of steel, has excellent bearing qualities in these.

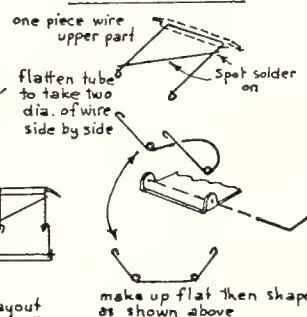


Bogie frame.

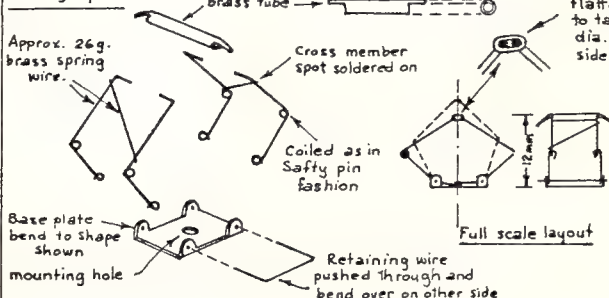
Automatic couplers.



Alternative method.



Pantographs



the CUB sets (made up from leftovers of the earlier LUB sets and a variety of cars which were scrapped in 1926). These cars and the later SEB cars appeared in either 6 car close-coupled sets or as independent cars. Then there are the rather unique NCR sets (Nos. 77, 78 and 79), combining Pullman services, compartment and saloon services in the one car and full dining facilities.

These sets (marshalled into four car units comprising a composition of HFV, BV, RFV, HCV) would make excellent stock for the enthusiast modelling the first 40 years of this century, for today they have been reduced to a variety of uses. There are hundreds of other types of cars (NIB sets, HUB, RUB, VUB, SIB, to mention a few) which have no way of being produced by conversion from proprietary models. The only sets representing NSWGR stock are therefore ultra-modern streamlined air-conditioned sets such as the Southern Aurora which have been modified from proprietary stock. This leaves us with a gap in connection with older type cars particularly those in the period 1920-1960.

PAUL ROGERS.

3 Illoura Place, Doonside, N.S.W.

PASS EXCHANGE

Do you wish to exchange your passes with other modellers? If so, send your name and address with one of your passes to:

Wally G. Kennewell, Melbourne Rd., Sorrento, Victoria.

The readers listed below are willing to exchange passes.

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Melbourne Rd., Sorrento, Vic.

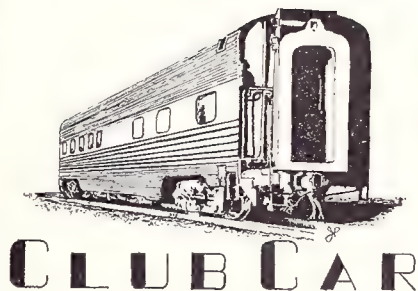
ETTAGOGAH SOUTHERN R.R.,

Phil Jeffery,
33 McDowell St.,
Greensborough, Vic.

MAR-MAC LINES,

Francis McAdams,
39 Evergreen St.,
Chelmsford, Mass., U.S.A.

MODEL RAILWAYS ARE FUN



To Club Officers: These pages are available for the dissemination of news about your societies. Brief news about activities will be welcome for these pages. Closing date is fifteenth of month prior to month of issue.

N.M.R.A. ACTIVITIES Southern Division

The September meeting was held at Russ Siddall's in Hampton. This included an auction and plenty of rolling stock was put before the hammer as well as a few diesels. Bidding was brisk at times and several fellows went home happy.

Phil Jefferys volunteered for the position of Division Membership Committee-man.

In October the meeting was made a workday on the Puffing Billy Line.

The Southern Division HO_{N3} layout was used at the "Save the Children" Fete held at Wesley College on the 3rd and 4th of this month and was of great interest to the visitors.

Eastern Division

The September meeting was held at the residence of Ted McIntosh, 13 Newton Road, Strathfield. The large attendance of members was supplemented by visitors from the A.M.R.A. (N.S.W. Division) and two—David Reddick and Peter Greener—from New Zealand.

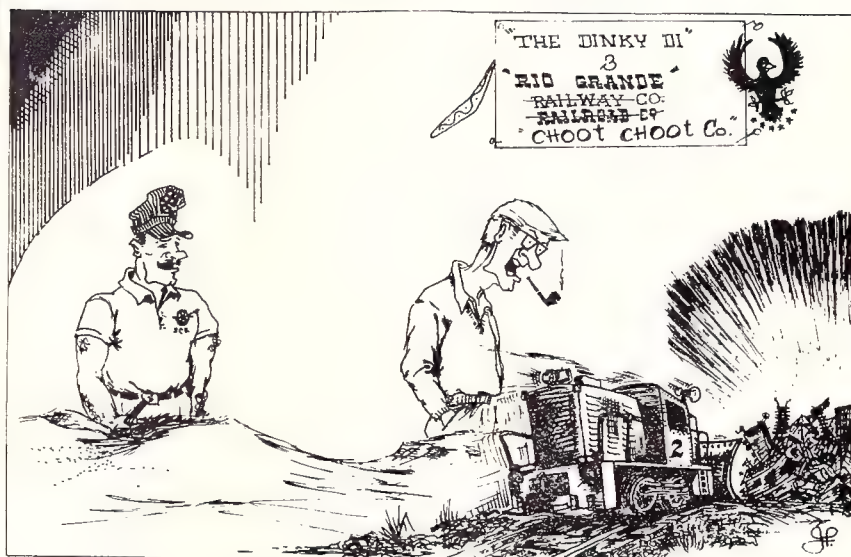
When the Eastern Division Superintendent opened the meeting, keen attention was paid by all present to the general business of the meeting, in particular to a Notice of Motion presented by Vince Cummins and seconded by Brian Black "that concern should be expressed by this Division that the standard S4 should be damaged by transferring portion of the notes to 'Recommended Practices'". All members present endorsed the motion and recommended that many of the now "RP's" be considered for transfer to Standards.

In addition the executive were asked to recommend to the B.O.T. that many of the tolerances given in the "Standards" and "R.P.'s" be given in the fixed value of thousandths of an inch and not as percentages.

A new innovation was the attendance book which everyone signed. Every attempt will be made by the committee to make the meetings appeal to everyone.

Peter Wooley was elected to the position of Division Secretary and he will be a great help towards organising after-noon meetings.

Glyn Shepherd of AMRA responded to a request to address those present and he noted that the exhibition set down for October would need many helpers; as many as possible if only for a short period, to relieve those who could volunteer for longer periods.



It's the best little "Yard Shifter" I've had—I've moved the yard from one end down to the other!

The weather was kind and everyone was able to enjoy the "O" Gauge outdoor layout Ted operates on N.S.W. Government Railways prototype.

At the Exhibition the division organised two displays. One featured an operating TT layout by Jim Davey; the other featured the magazine and models made by members from articles in it. A most popular item was a Transistorized Throttle constructed by John Bujack.

The volunteers on both stands did an excellent job in answering visitors questions and explaining to them the aims of the Association. From their efforts we should see a definite increase in membership.

Sunday, November 8: A train trip to Gosford to visit Don Taylor's layout and the railway loco. depot. Picnic facilities will be available at the picnic ground. The train will leave Sydney Central at 9.23 a.m. and will stop to pick up at Strathfield and Hornsby. Tickets will be available at the train at Central.

Friday, December 4: At 7.45 p.m. a film night will be held at the MLC theatre North Sydney, featuring films of European and North American Railways.

Saturday, December 19: There is a visit to the Sydney Live Steam Locomotive Society's layout at West Ryde commencing at 2 p.m. After the meeting a barbecue will be held. Bring your steaks and make it a family outing.

AUSTRALIAN MODEL RAILWAY ASSN.

This is an organization formed and controlled by amateur model railway workers and its aims and objects are to foster interest in model railroading and to assist and advise all those interested in the hobby. There are branches in all States and the association facilities are available to members as often as required. Further particulars may be obtained from the Federal Secretary, 103 Yarralea Street, Alphington, Victoria.

OTHER CLUBS

CENTRAL COAST MODEL RAILWAY CLUB.

Secretary: L. H. Dodds, 4 Adelaide St., East Gosford, N.S.W.

A week before the Sydney model railway exhibition this club showed their layout at a two day exhibition at the Gosford Show. The next few evenings members worked hard to install more point motors, a powered turntable and building and yard lights to improve the general scenic effect before it was brought to Sydney and set up on the first morning of the exhibition.

Frank Moore, Harry Gibson, Len Dodds and Lionel and Geoffrey Wallace manned the exhibit at the Town Hall.

The club wishes to thank AMRA for their excellent organisation at the Town Hall.

THE SOUTH AUSTRALIAN RAILWAY MODELERS ASSOCIATION. Hon. Secretary, T. D. Carter, 7 Eurimbla St., Parafield Gardens, South Australia.

Meeting night second Wednesday of every month. Location, layout room at South Australian Railways Institute. The aim of the club is to promote greater pleasure for members in the model railroad hobby. The financial year starts on May 1st. Any approved person may become a member. Rates: adults, 25/-, juniors, 15/-.

Contact the president, Mr. W. C. Coles, 17 Glenrowan Road, Woodville, South. Phone 45-3001.

GEELONG RAILWAY MODELLERS. Secretary: J. Macdonald, 15 Arkana Ave., Highton, Geelong. Phone 86886.

The new layout is making slow but sure progress, and all members are keen to see something running on it.

We can still absorb more members. We are currently trying a local publicity campaign. Any interested persons are invited to our meetings held on the fourth Friday of each month at 8 p.m. in the rear of the Railways Institute in Geelong.

CLUB CAR (Cont.)



NOTES OF THE SYDNEY MODEL RAILWAY SOCIETY

CLUB "O" GAUGE NEWS

Very little happening in "O" gauge this time. Bob Stone's M.H.G. Goods Brake is running quite well as a transition brake, meaning that it has a different coupling on each end. Talking of Bob, he has started to change his wheels on his rolling stock to brass made by a well known maker. These wheels seem to have a milled tyre surface which when running sets up quite a noise. After running a while this seems to disappear.

Norm Read again has on the tracks his 46 class freelance design Diesel. The painting and lining was done by Ken Bowen, a one time member and president of this club. Talking of diesels, Bill Parker has had his built up 42 class in for trials after heavy overhauls and it is now ready for the paint shop.

New member Arthur Hall has a very fine built up non-streamline C38 loco painted in green. A few minor bugs, then we can see another fine loco on the tracks. On the loco roster we now have a D57, two C38s, two C36s, two D53s, two 40 class diesels, a 44 class, a 42 class, two freelance diesels and a 79 class (Bert Hetherington's) and two 46 class electric locos. Rolling stock is NSWGR both passenger and freight.

On occasions we see John Bowen's two car freelance gas-electric U.S.A. type,

together with either his Erie K5A or light U.S.R.A. Pacific Loco.

In the past there have been other models of overseas countries on the layout both in motive power and rolling stock. Are there any more "O" gaugers who have not brought similar models to meetings? They would add colour to the layout.

HO ACTIVITIES

The latest plan to relieve traffic at Witts End is to place a crossover from the down main to the up main just past the turn off to Plateau. The existing double track from Witts End will then become a single track by the down main. The up main will become a single track to a return loop under Witts End and The Valley section of the layout. The up main, where it comes out of the tunnel at Witts End will be swung over to join the shunting neck. The up main out of Witts End station, past the crossover to down main and main loop, will become the shunting neck for Witts End goods yard. The old shunting neck will then go downgrade past the Glenvale section, swing under the existing track beneath the turntable at Central, then pass along the wall under Junction to a return loop to Witts End and The Valley.

The section passing Junction would have storage sidings for holding trains. This new trackage will be under the control of the Junction operation who could become Train Control Officer because from his position he controls all trains to and from Central goods and passenger terminal to Witts End, Plateau, Witts End branch and the new track.

This will enable him to re-route trains from Central via the new track and store

them when Plateau, Witts End and Glenvale had their share of trains. When Central needed extra trains they could be released from the storage track.

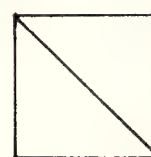
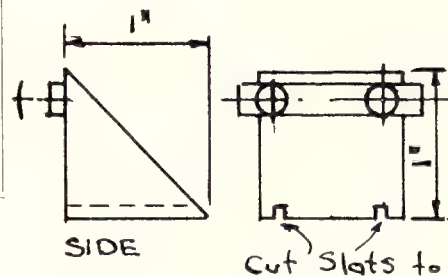
Bob Kollwyn has added a new loco to his roster. It is a 2-10-2 A.T. & S.F. "38" class built in the shops of United. This is a very nice model and has been used in the HO roster working passenger and goods.

Dennis Sherring has been operating at the Valley and in his roster for the big climb up to Plateau used a two truck Shay. This is a beautiful model which looked terrific going over the long trestle bridge to Plateau. He also had a 4-8-0 Great Northern class G-I built by Brooks in 1891 with 20" x 26" cylinders, 55" drivers with a tractive effort of 25,720 lbs. Many of these type were favoured by Great Northern and Northern Pacific.

Members are reminded that Monday, 14th December, 1964, is Christmas night with films on railways. Further details will be placed on notice board at a later date.

BERT COPPIN SAYS MAKE THIS

BUFFER STOP

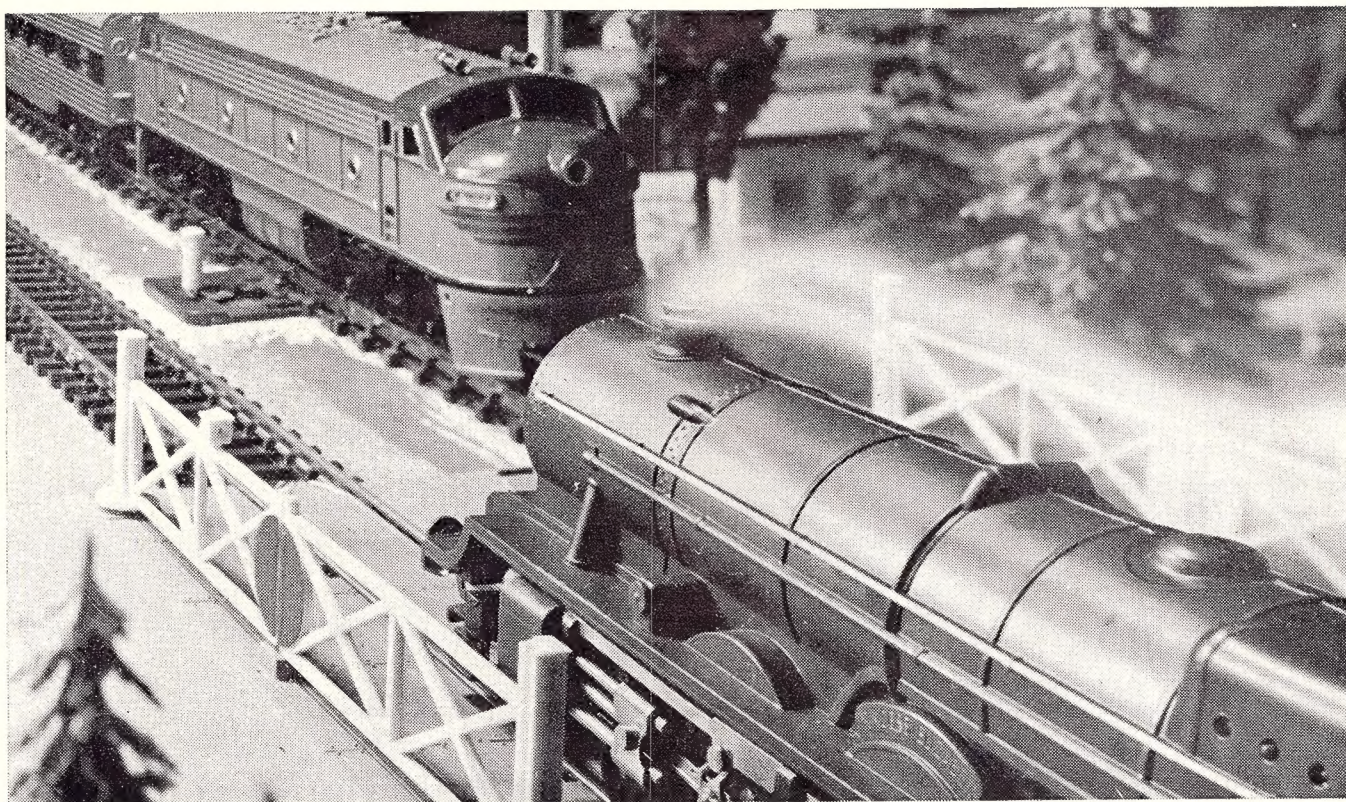


Cut 1" Square Block Diagonally for Two Buffer Ends.
Cut Strip $\frac{1}{4}$ " x $\frac{1}{4}$ " x $\frac{1}{8}$ " for Buffer Beam.
Glue On and Fit Buffers
Cut Slots to Fit Over Track
Glue Back Slope with Saw Dust.
Paint Grey with Red Buffer Beam.

FOR THE PROTOTYPE FAN

MN Type 4-8-0 locomotive used as a standby at Alice Springs. It has not been fired for some time. The trucks are not coupled to the loco.
(Photo John McCarthy).





The realism of perfectly scaled Tri-ang railways

These two models are typical examples of the realism that can be achieved with Tri-ang model trains and equipment. The keen model railroader insists on authenticity, perfect scaling and detailed realism, and the popularity of Tri-ang railways has been achieved solely through unending efforts to meet these requirements. Tri-ang manufacture the widest range of model railway equipment available anywhere. There's a huge range of trains, rolling stock, track and accessories — enough to satisfy the most ardent modeller. And Tri-ang models are sensibly priced. In addition to trains there is the Tri-ang Minic Motorways system, a perfect combination for your train layout. Here you will find a complete two-lane roadway, with electrically controlled models of cars, buses and trucks, with a wide variety of accessories. There are straights, curves, gates, level crossings, intersections, gradients, in fact everything you could possibly need to set up a magnificent layout in conjunction with your Tri-ang train layout. Ask your model or hobby shop for the Tri-ang catalogues which show in detail the huge selection available.

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SOUTH AUSTRALIA — ADELAIDE

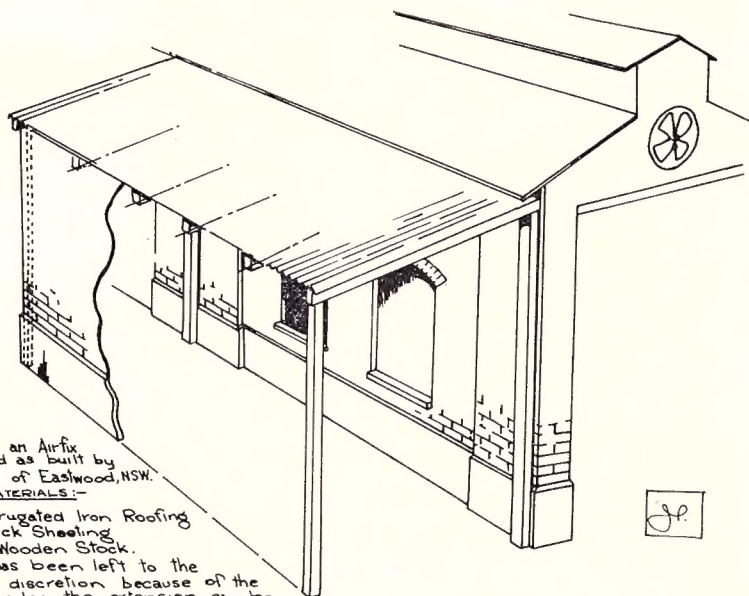
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BRIDGLAND'S

91A Gawler Place. 8-4297

The photograph, and the plan opposite,
are of Tasmanian Government Railways
3'6" gauge Class "W" Diesel Hydraulic
Locomotive.

(Tasmanian Railways Photograph)



Addition to an Airfix
Engine Shed as built by
L. Fordham of Eastwood, NSW.

LIST OF MATERIALS:-

Scale Corrugated Iron Roofing
Faller Brick Sheeting
Suitable Wooden Stock.
NB. Size has been left to the
Modellers discretion because of the
different roles the extension can be
used to fulfil.

**AN AIRFIX ENGINE-SHED
CONVERSION**

For modellers cramped for space to
put in a wagon workshop, or a large
engine shed, here are a few ideas. These
can be made from two Airfix engine-
sheds, some scale iron roofing and Fal-
ler brick paper. The total cost is very
reasonable and if care is taken the re-
sults are quite pleasing.

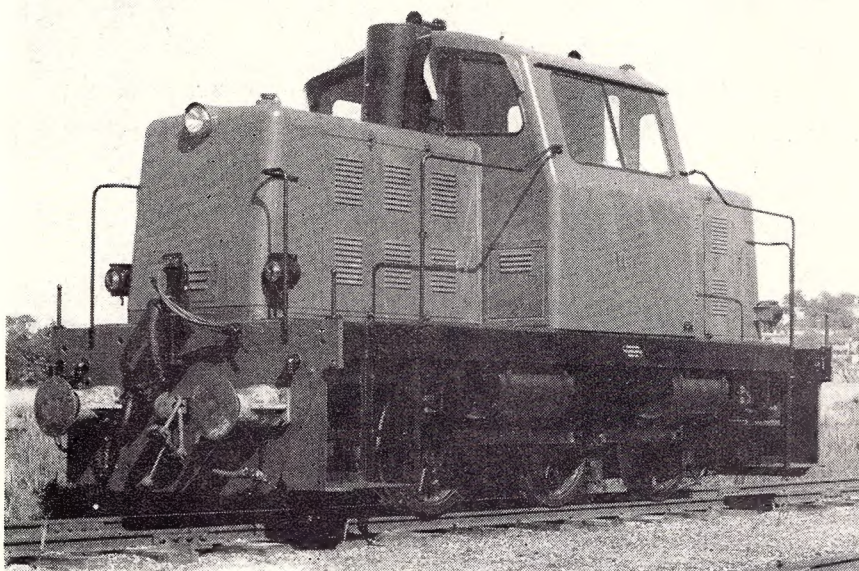
I cannot really give any measurements
because all will really depend on the
space available. The width of the addi-
tion can be varied to suit the reader's
requirements. The joints should be filed

square. This leaves the builder plenty
of scope for modifications.

The Faller red brick paper is used,
if desired, along the edges of the shed
up to the sloping edge, and a strip of
paper is glued along the top. This also
helps to cover up joints where the two
kits are joined.

The roof of the double section is as
in the kit, but for the short shed sec-
tion, small sheet iron is glued to form
the roof.

This is only really a brief outline but
anyone who builds this shed will be
able no doubt to improve on my sug-
gestions to suit his own space and
requirements.



THE MARKET PLACE

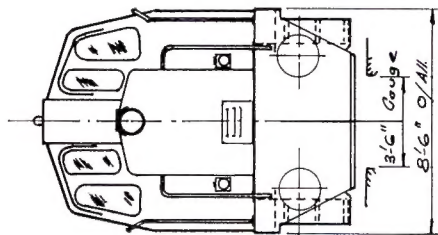
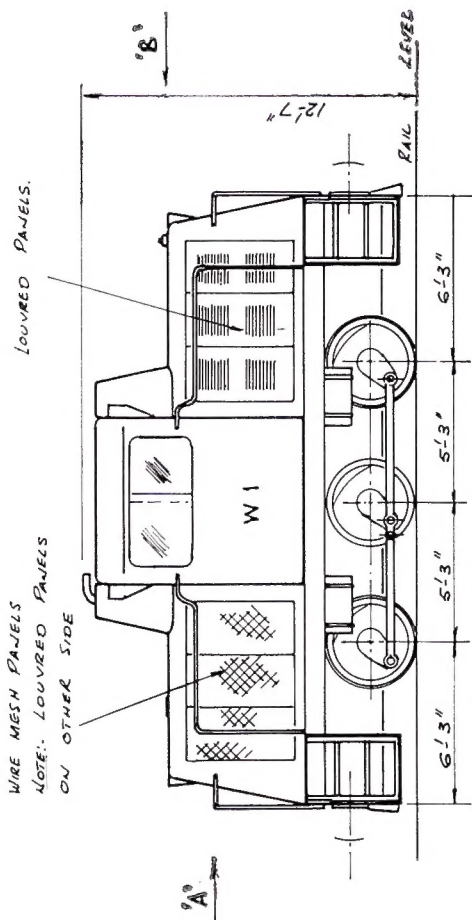
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motive, either A.C. or D.C. two or three
rail. HAG Swiss Ae 4/7 electric outline
HO locomotive either A.C. or D.C. two
or three rail. Both must be in good
condition. A4232 Cpl. Raddatz, E.F., Tech.
Flight, No. 1 Air Trials Unit, R.A.A.F.
Woomera, S.A.



ELEVATION ON 'A'

NOTES

ENGINE:- ROLLS ROYCE.

TRANSMISSION:- KRUPP.

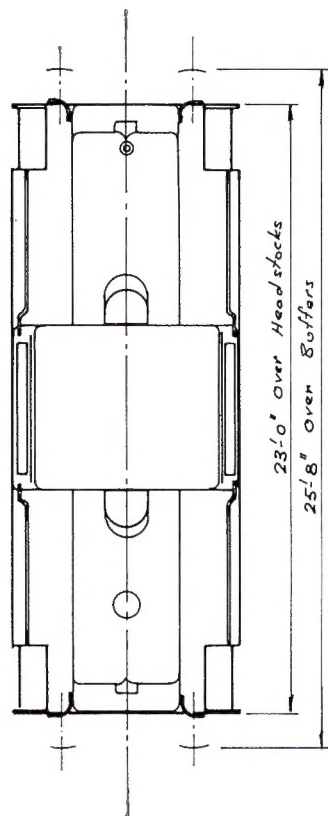
COLOURS:- Superstructure - RED

Underframe - BLACK

Buffer Beams - RED

Interior - BUFF

SIDE ELEVATION



PLAN

INCHES 12 10 8 6 4 2 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 FEET

SCALE

our plan

TASMANIAN GOVERNMENT
RAILWAYS
3'6" GAUGE

DIESEL HYDRAULIC

LOCOMOTIVE CLASS 'W'

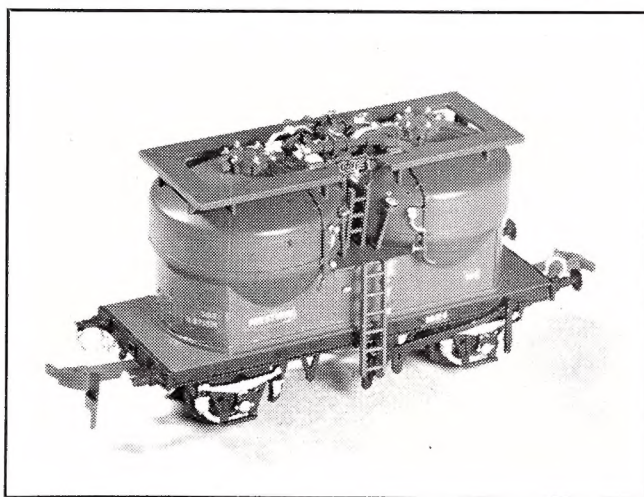
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5/9 PER
KIT

History and Technical Data

Briefly, the Prestwin Wagon is a bulk discharge vehicle fitted for air pressure discharge and carries bulk powder in specially designed twin silos. It holds up to 20 tons and has proved successful with a considerable number of commodities including soda ash, fertilisers, silica sand and lime.

The first 30 Prestwin wagons were built in 1960 by Metropolitan-Cammell Carriage and Wagon Co. Ltd., at Wednesbury, England. These were followed by 50 in 1961 and many more have been since ordered and are now in service on British Railways.

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